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OCTOBER 19, 1957

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MOTOR SHOW NUMBER

THE 1957 EXHIBITION AT EARLS COURT

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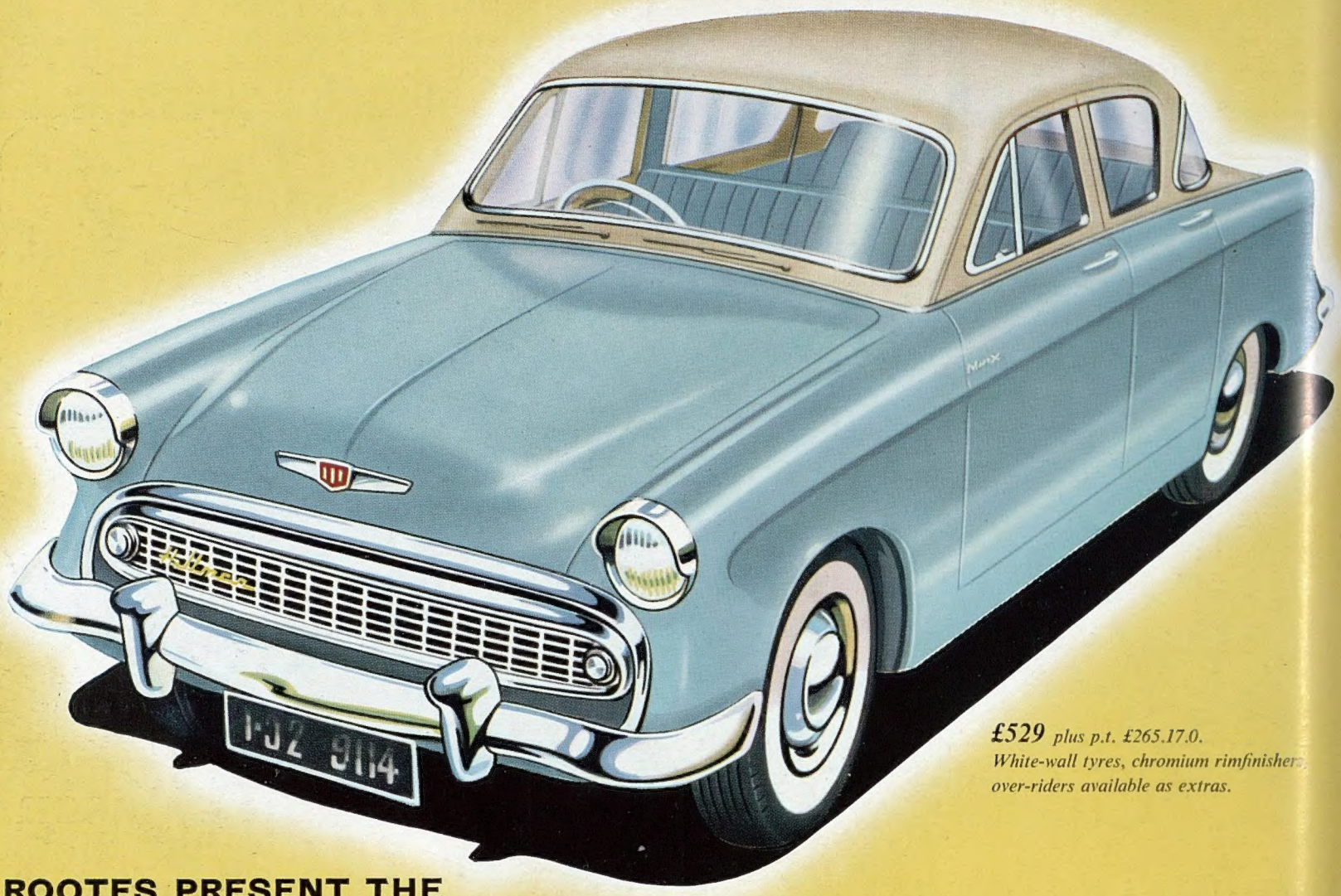

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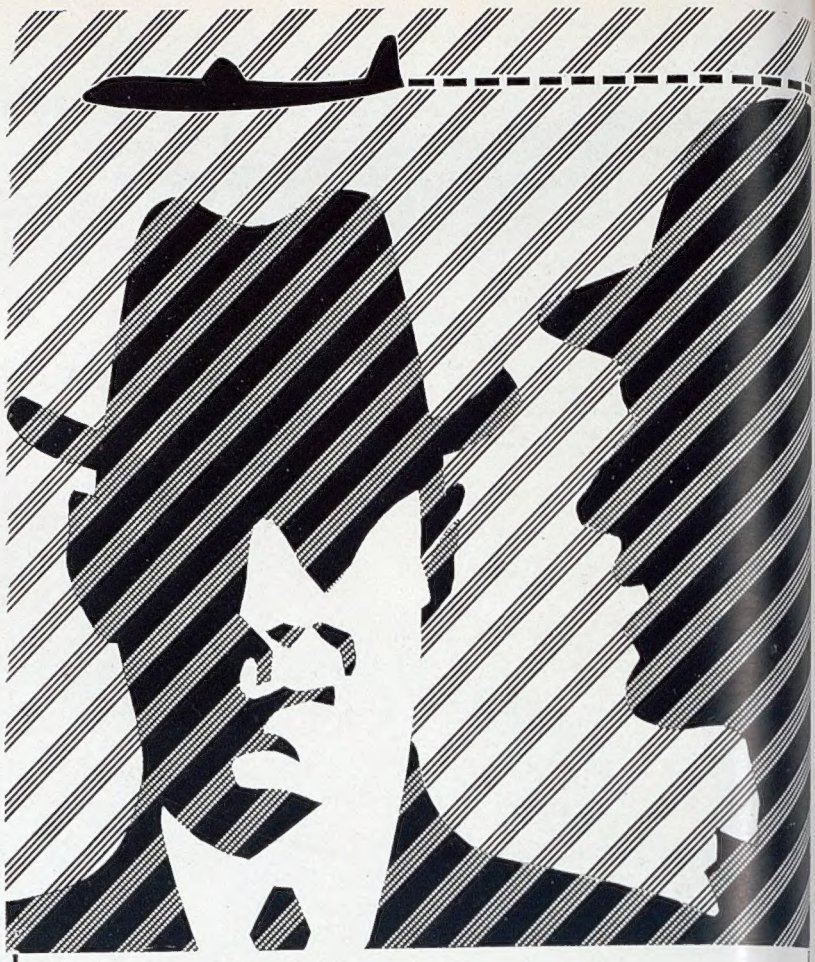

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In his new novel Richard Gordon decides that a doctor needs a wife—and after many hilarious setbacks he finds one. Every bit as funny as *Doctor in the House*. *From all bookshops, 12/6*

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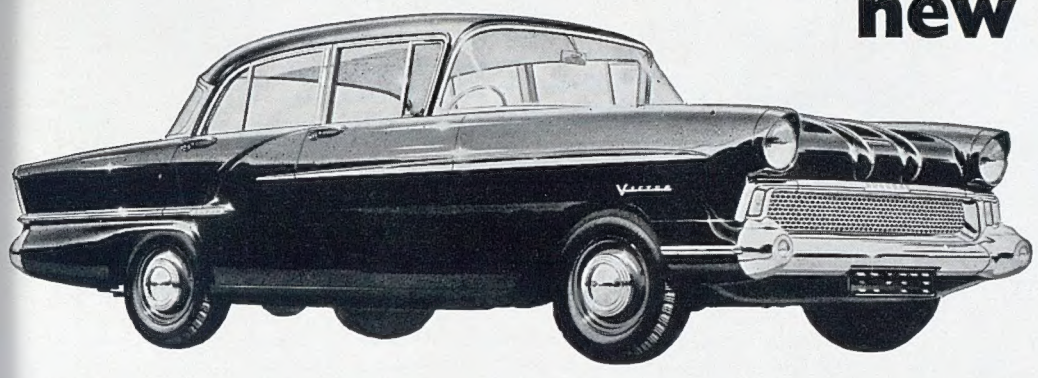


and now, the entirely new Vauxhall Sixes

See and try them at the Motor Show

Twice this year Vauxhall has hit the headlines with an exciting new model.

First the Victor, a car with brand-new eye appeal and comfort, which was introduced in February . . . the first car in the country with panoramic vision; first in its class with all-synchro gears; first in performance, in road-holding, in safety. It created a stir. And no wonder.

Now the new Velox and Cresta sweep powerfully into the lead of 6-cylinder, 6-seater design. Handsome in looks, with one clean, unbroken line from headlight to tail. Smooth in performance with the new deep-skirted engine running smoothly and silently.

Four cylinder or six cylinder, the new Vauxhalls have low, graceful, *functional* lines, a low centre of gravity, phenomenally good road-holding, and the all-round vision that makes driving both easy and safe.

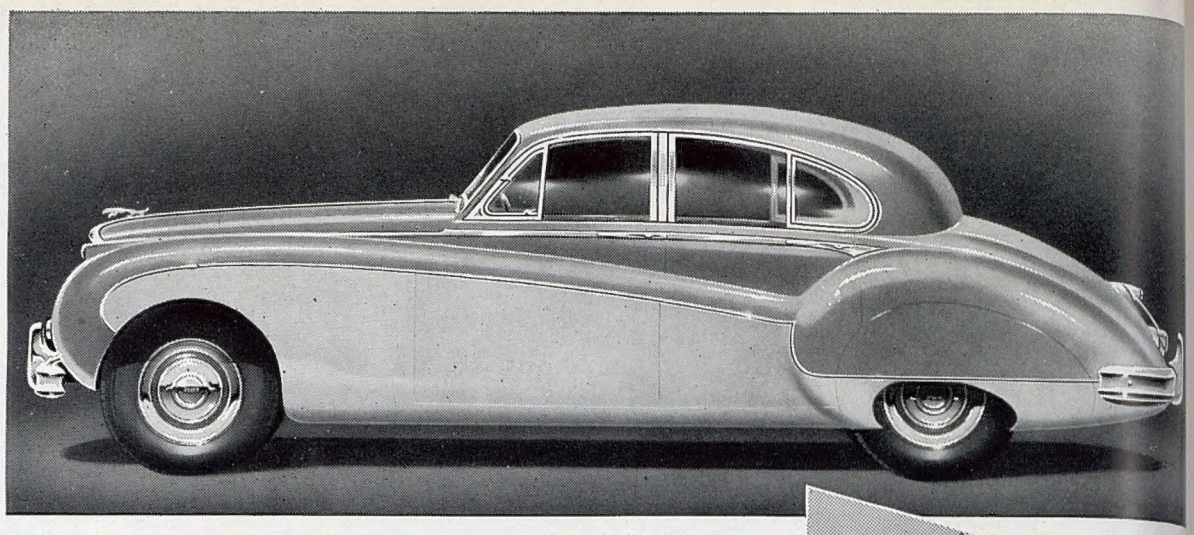
See them at the Motor Show. Take them on the road. The 1958 Victors are in your Vauxhall dealer's showroom now. The Victor £498 (+ P.T. £250 . 7 . 0). The Victor Super with its extra luxury features and choice of eight colours, £520 (+ P.T. £261 . 7 . 0). The new Velox and Cresta will be there soon. Watch out for local announcements.

Vauxhall Motors Ltd. Luton, Beds.

THE MARK EIGHT SALOON

The Jaguar Mark VIII which continues without change is universally acclaimed as one of the most luxurious high performance cars ever offered as a series production model. Interior furnishings, cabinet work, fitments and accessories are in the tradition of refinement and craftsmanship usually associated only with the art of specialist coachbuilders, whilst a degree of performance has been achieved which stamps this car as outstanding even in the brilliant Jaguar range.

"... *A superb example of automobile engineering.*" "THE FINANCIAL TIMES".



JAGUAR *for 1958*

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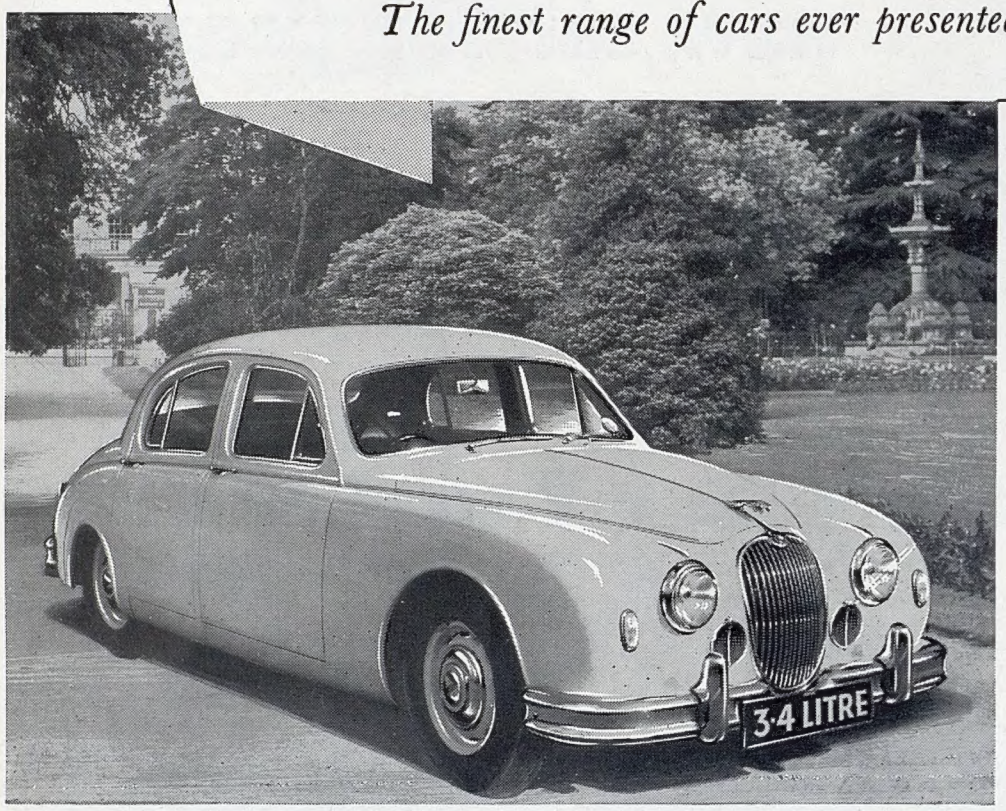
The finest range of cars ever presented—even by Jaguar



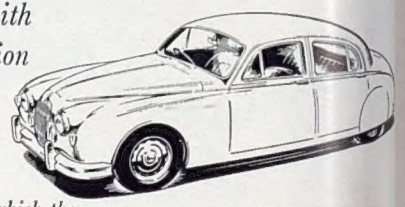
Few cars can have received such unstinted praise from press and public as the brilliant Jaguars which constitute the range for 1958. All the models in this range are those which, since their introduction, have proved to be so outstandingly successful that they are to be continued without major changes although, in some instances, with additional features. Dunlop disc brakes become available as optional extra equipment on the 3.4-litre and 2.4-litre models, and Borg Warner Automatic Transmission is offered, also as an optional extra, on the 2.4-litre. Thus, every car in the entire range may now be obtained with automatic transmission. In the diversity of models offered and the variety of optional equipment now made available, the Jaguar range for 1958 presents the widest field of choice ever provided in the history of the Company.

THE 3·4 LITRE now available with Disc Brakes

Sister model to the 2.4-litre, this model has the advantage of the extra power required by those who demand the utmost in maximum speed and acceleration.

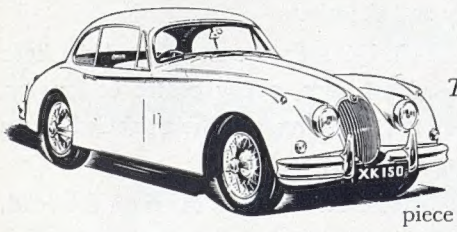
"... *I cannot remember having driven a car which combines so many admirable features.*" Gregor Grant, Editor "AUTOSPORT".

THE 2·4 LITRE now available with Disc Brakes and Automatic Transmission



Speed, elegance and compact proportions are perfectly combined in this model which is built in the true Jaguar tradition.

"... *High standards and quality construction for which the make is internationally respected.*" "THE AUTOCAR".



THE XK150 MODELS

With wider, roomier bodies than their predecessors, and with new one-piece wrap around windscreens, the XK150 Drophead and Fixed head models are characterised by phenomenal powers of acceleration which extend throughout the entire speed range up into the 130 m.p.h. region and beyond. Both models are available with Disc Brakes and Automatic Transmission.

"... *Their cars have always been remarkable for quality and performance ... once again this is evident in the XK150.*" "THE AUTOCAR".

LONDON SHOWROOMS 88 PICCADILLY W.1

Volume CCXXXI No. 3003

The SPHERE, London, October 19, 1957

The SPHERE

with which is incorporated THE GRAPHIC

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THE QUEEN IN CANADA—HER MAJESTY IS WELCOMED BY THE GOVERNOR-GENERAL, MR. VINCENT MASSEY, AT THE START OF HER VISIT TO NORTH AMERICA: They are accompanied by the Duke of Edinburgh as they walk from the aircraft at Uplands airport to take part in the welcoming ceremonies before driving into Ottawa. In a speech to the nation, the Queen expressed the hope that with easier and quicker travelling facilities she would be able to pay more visits in the future.

The ten-day Royal visit to North America is now entering its final stages. This week-end the Queen and the Duke of Edinburgh are concluding their stay in Washington before travelling on to New York, from where they leave for London on Monday. In Canada, the Queen and the Duke stayed at Rideau Hall, the Governor-General's residence in Ottawa. On this occasion they had to confine their engagements to the area of the capital, but in 1959, when Her Majesty intends to be present for the opening of the St. Lawrence Seaway, she hopes "to take that chance to travel more widely across country." Of the recent visit one of the most outstanding engagements was the Opening of Parliament, the first in Canadian history by the reigning monarch. In her speech to the nation last Sunday the Queen referred to her visit to the United States and said that she would be going as the head of the Canadian nation. "I shall be going in other capacities as well," she said, "but when you hear or read about events in Washington . . . I want you to reflect that it is the Queen of Canada and her husband who are concerned in them." In the U.S.A. the Canadian Prime Minister is acting as Minister in Attendance. (Further pictures are on page 85. Next week's issue of *The Sphere* will be a special Record Number of the Queen's journey.)

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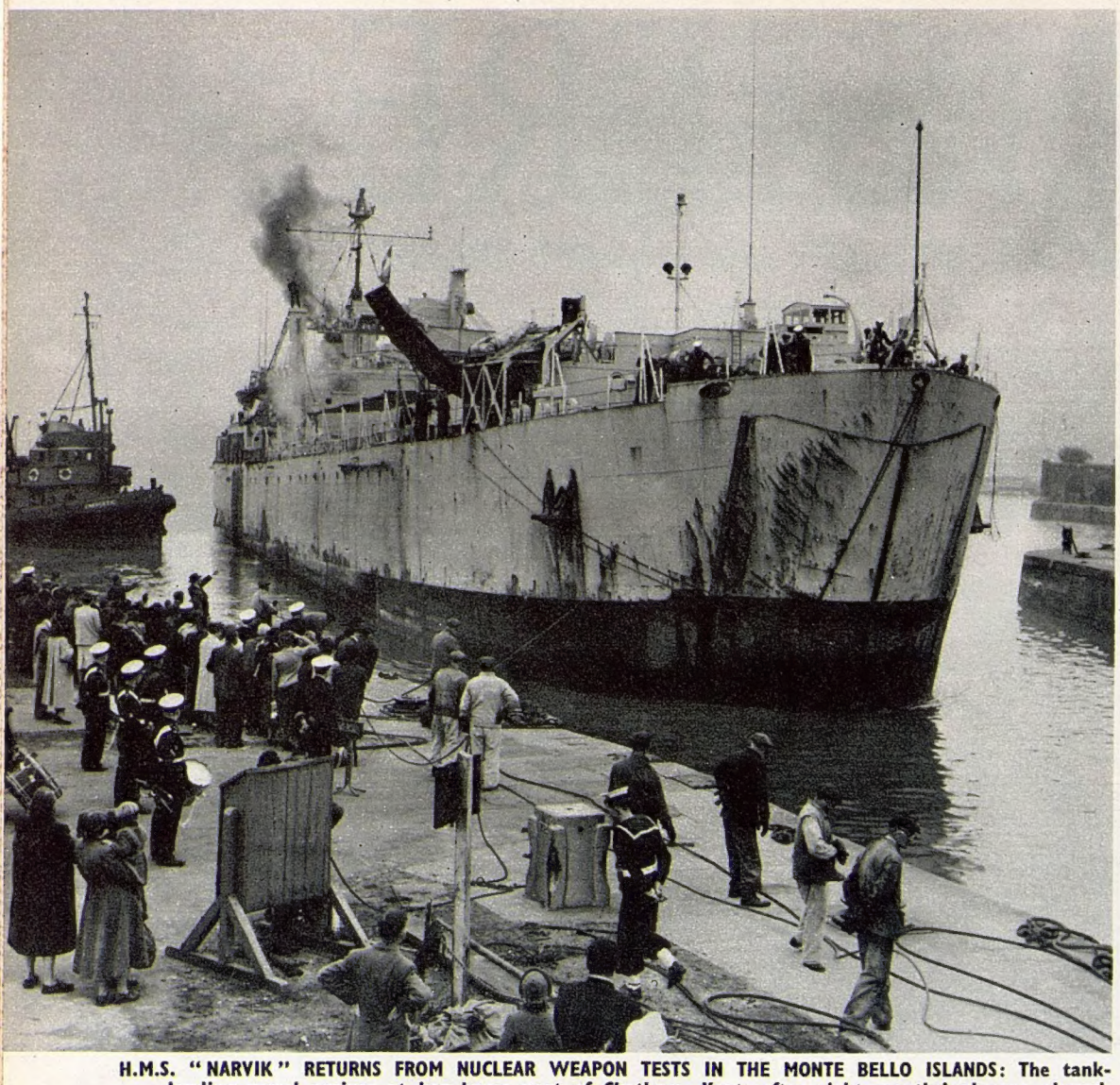


H.M.S. "NARVIK" RETURNS FROM NUCLEAR WEAPON TESTS IN THE MONTE BELLO ISLANDS: The tank-landing vessel arrives at her home port of Chatham, Kent, after eight months' absence abroad. She has been taking part in the British nuclear tests around Christmas Island, in the Pacific.

AN ANNUAL MILITARY DISPLAY: Senior officers watch anti-ta feature of the display this year was the demonstrati warfare. Apart from the speed and accuracy of th

A London Newslett

195-198, STRAN

The Larger Lunacy.—Scientists all over the world acknowledge the triumphs of their Russian confrères. The earth satellite has been launched, and daily seen and heard ; space travel is just round the corner ; contacts with the Moon are practical politics. Those facts evoke a number of cynical flings and instantly reject them as trivial and peevish. What is the good of saying that it is hard on the Moon if it must receive the attentions of the Earth's scientists who have made our planet what it is to-day ? Or to say that, having created hell here, they naturally want new hells to achieve ? Or to say that we hope the scientists will all book a single ticket in the first space-ship ? It is vain and foolish to gird at " progress," as it is called. It is to " lower " ourselves to the narrow obstinacy of our ancestors who damned the " Devil's kettle on wheels." It is fond and foolish to remember the physical beauties and amenities of our planet which have gone for ever. With them, no doubt, went many ills and miseries, and on many dark places light shone. Perhaps it *is* more reasonable to argue that scientists should tidy up our earth before seeking new worlds to conquer. Here they have left a job half-done, if it had to be done. And if the scientists of Russia and America and Britain had employed a tithe of the money spent on ballistics and bombs to find a solution to human misery from fear of war and destruction, they would have earned our thanks and their right to fresh woods and pastures new. As it is, I doubt whether Earth or Moon is anxious to harbour them and their dirty work. For their good work we are obviously grateful to them. For my part, I think that those now-distant anniversaries and dates which record the inventions of the internal combustion engine and of flying record the beginning of the end of human peace and sanity and contentment. One who holds that view risks being damned with the landowners of the early nineteenth century, but may be excused if he disputes three words in a *Times* leader on the subject : " Admiration there must be, *and also gratitude*, at such a milestone in scientific progress." So long as the Earth satellites have any remote connection with the perfection of destructive global rockets, so long I question the claim of their inventors to human gratitude. Prometheus may still need another Hercules to release him from the vengeance of the gods.

Hailsham's Pep-Talk.—I record some reflections on Lord Hailsham's unusual Party political broadcast on the eve of the Conservative Conference. True, after briefly but completely dismissing the Liberals and demolishing the Socialists as a party without policies or practicality, he endeavoured to make his broadcast a national rallying cry to the great ideals which made our nation great in the past. I agree with him that Britain needs a new hot-gospeller, a moral leader to convert us all to a fresh start under old and proven ideals and faiths. But that very descent of his into Party strategy—brief as it was—convinces me that no hot-gospeller from the political parties can hope to reform us. Party politics are too suspect. What has happened to us ? I think we have reaped the bumper evil-harvest of world wars. We have learned that a long era of peace best breeds the virtues of citizenship. In our hours of greatest danger, it is true, the good in us comes out—fraternity, love, courage and endeavour. But when we have escaped the worst, war's unseating of reason and discipline has its terrible results. Hideous suffering has shaken our faith in a God of love. An urge to make up for our privations makes us all selfish and self-centred, a natural revolt from discipline and controls makes us lawless, and the inevitable frailties of political and military leaders (which all wars reveal) make us cynical of leadership and loath to accept advice. And the growing-pains of democracy, demanding, as they do, a blatant wooing of the voters by the parties which all believe they have a remedy for our ills, adds to our suspicion and contempt of politicians. Lord Hailsham is quite right and I accept the sincerity of his fine words, but I very much doubt *if* his broadcast moved to reflection, let alone " repentance," any who voted Socialist or Liberal at the last election. Most will have dismissed it as Party strategy. Whence will come the successful hot-gospeller ? From the Church ? Many churchmen voice the same disillusionment in religion as in politics. Another Cromwell ? But dictatorship is not the British way. Twice in recent decades we have found our souls for a burning minute on the lip of the crater of war. I wonder if we shall find them again only when we are toppling over the lip of the crater of what we call peace to-day. It is a sombre thoug . But that the old ideals and faith we have lost ste no political party at any time in our history. Christian missionaries to Britain sowe the seed kept alive by the traditions and discipline ha in family life. Thus the Church's task was n

RATES OF SUBSCRIPTION TO " THE SPHERE "

Orders for subscriptions to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 6*s.; 6 months and Christmas Number,* £3 5*s.* 6*d.; 6 months without Christmas Number,* £3 1*s.; 3 months (no extras),* £1 10*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.* ; £2 19*s.* 6*d.* ; £2 15*s.* ; *and* £1 7*s.* 6*d. For the U.S.A. the rates for the same periods are* $18.50; $9.50; $9.00; *and* $4.50; *and for elsewhere Overseas* £6 8*s.* 6*d.*; £3 6*s.* 6*d.*; £3 2*s.*; *and* £1 11*s. All terms above include postage.*

Those Non-U Nations.—Some Liberals, in a new publication of the N.L. *The Disunited Nations*, have produced a prop teems with logical argument and advocates a a fresh start which most of us favour and ver conceive to be practical politics for years to c pamphlet first marshals the blatant failures of United Nations. Politically it has been a sham years, seeking to preserve its authority by responsibilities, even to calling black white to strongest members. The new World Agency should be established in a small State, as neut be, such as Switzerland or in Scandinavia. " one State, one vote " principle would go. It its absurdity. The strength of each nation's be based on its gross national product, wh may mean (it would need a deal of thrashing o would be no power of veto for dissenting The new assembly would take the place of th Council and the political sections of the U. have proved their complete moral bankruptcy a lessness. The specialised, non-political or se agencies would be reprieved for integration wi Assembly. It all sounds devastatingly true an Practical ? As practical politics, I fear, its v lation proves its pre-natal bankruptcy. Such a presupposes a 100 per cent. membership of th Without the Soviet bloc nations, it would be than a debating society of the free nations, difficult to believe either that Russia would co loss of the veto or that America would willingly her peace palace, or the U.N. organisation co accept total failure and moral bankruptcy.

A Trivial Memory.—My own m memory from Brighton is a trivial little matt taste is a triviality. I refer to Mr. Wilson's flir Macmillan in the matter of " ducal grouse mo earldoms. They were in deplorable taste, the demagogy, intended solely to inflame class preju stuff of the soap-box, not of the policy forge. It me to think that when Labour rules again M

tank at the School of Infantry, at Warminster, Wiltshire. A new alion, the Royal Inniskilling Fusiliers of defence in simulated nuclear one of the most interesting features was the use of helicopters.

ARCHÆOLOGISTS AT WORK: They are cleaning down the exposed section of a Roman fort at Reculver, in Kent, to determine the approximate date of the building. So far, they have confirmed that the site was occupied in the early Iron Age and later by the Romans. Prehistoric pottery has been found there.

y expect high office. I have been critical of Mr. Mac-llan's Premiership. I am, moreover, one of those who ieve that there is still much that could be done to cut ay the surviving dead wood of the age of privilege, ile our half-baked new democracy is slowly cooking. Court, in the matter of hereditary titles, in the slow, ensive redundancy of government by Committees, and a score of other outworn usages. But if politicians shape ir political policies by conditions as they exist, they uld recognise and submit to social conditions as they st to-day. Mr. Wilson appeared to think that a Tory mier, if he have relatives and connections among the stocracy, must cold-shoulder them while in office, and e still enjoy recreations, legal but associated with the h, he must forgo them and presumably switch to reations enjoyed by Mr. Wilson. Otherwise, he will encouraging a "two-nations" polity. That is an odd m of "social justice." And as for his advice to Mr. cmillan to "take his earldom and go," it was swift d easy for the *Daily Telegraph* to riposte that of recent miers, only one (a Socialist) "took his earldom." is curious that this trivial utterance should remain arest in my memory among all the words poured out Brighton. I very much doubt if 2 per cent. of those o heard it at the Conference felt a twinge of discomfort recognised the illogicality, let alone the injustice and bad te, of it. Demagogy is accepted as bait for the electorate. at we learn from Party Conferences is that neither the rty in power nor the Party which expects to be in power afford to endorse any programme which would make a shambles" of our international commitments our economic structure as at the moment established.

Lord Aberdare.—Clarence Bruce, third Lord erdare, was a grandson of Henry Bruce, one of Queen toria's Home Secretaries. His death from a motor dent in Yugoslavia recently, while on the duty to ich he had devoted his latter years, was the more tragic m the fact that only a month before he had married econd time. He was seventy-two. He was a cousin and old friend of mine and I had known him for sixty ars from school and Oxford days. He had an eye like hawk's and from infancy showed signs of mastery at ery ball game and sport. When his father lived at ngwood, near Winchester, he would stand on a stool the billard-table and rattle off breaks that defeated ult cracks, and he was already a remarkable game shot ile still at Winchester and gained a great reputation a grouse shot when his father leased Kinrara. By the e he went to New College, he was an acknowledged ster of most ball games. He gained his Blue for cricket d played for Oxford in 1907 and 1908. He got his ue also for golf, tennis and rackets. Later he played cket for Middlesex and for the Gentlemen. He won e Amateur Rackets Championship twice and was ten times doubles champion, twice in the U.S.A. In 1931 he was Open champion. At tennis his successes were no less extraordinary: he won the M.C.C. gold prize five times and the silver nine times. He was modest and unselfish in all sports, a faithful friend, a hard worker, a good man, with a kind heart and a fine sense of duty.

Cryptomania Exposed.—I recommend as light reading of the sleuth-novel kind the Friedmans' *Shakespearian Ciphers Examined.* This book is not an attempt to prove that Shakespeare wrote Shakespeare. It is much more useful than that. It attempts (and succeeds) to prove that you will never prove that Shakespeare *didn't*, if you employ the kinds of cipher hitherto accepted as sound by many Baconians and other anti-Shakespearians. It makes clear that every cipher must obey rigid rules and that the discovery of its key must enable the finder to translate it into unambiguous plain language. In cryptography, if the same cipher can produce two or more messages, it is not cryptography nor true cipher. The Friedmans convincingly prove that no cipher hitherto used to debunk Shakespeare as author has been a true cipher; even the most soundly-based (Mrs. Gallup's) was by her twisted to achieve what rigidity could not. There is much humour in this book, a laugh a page. How Josephine Tey would have enjoyed it! Everybody who has a spark of imagination has in him the cult of treasure-hunting and most of us enjoy digging up the past without scientific tools. The Shakespeare ciphers hitherto have been the unscientific weapons of hundreds of amateur archæologists, and if now the weapons are all classed as purely recreational, they are none the worse for that. They are innocent pleasures and none who used them went in fear of damnation for moving Shakespeare's bones. The Baconians, the Oxfordians and the rest must start again from scratch and obey the rules.

NEXT WEEK'S SPECIAL ROYAL TOUR NUMBER OF "THE SPHERE"

Above is reproduced the colour cover of the October 26 issue of THE SPHERE. This Special Number will contain a full record of the Royal Tour of Canada and the United States, and a special feature dealing with industrial progress in Canada since the war. The cost is the usual 2s. and to ensure a copy, it should be reserved NOW at your newsagent, at any bookstall or from The Publishers, Ingram House, 195-198, Strand, London, W.C.2. Postage extra, inland 4d.; Canada 1½d.; elsewhere overseas 6½d.

"Committee-Bound."—For more years than I care to recall I have returned again and again to the charge that in every form of Government we are handicapped, taxed, fogged and bogged down by a plethora of committees, the umbrella of self-conscious democracy and the killer of action and responsibility at the top. And now, suddenly a new phrase has been coined—"Committee-bound"—and it is apparent that "many people have long felt" that in Central and Local Government, in the Church and in the parish, decisive action, economy, responsibility and the day's work are all bedevilled by this plethora of large and largely redundant and overlapping Committees. I could wish that my own bombs had more instantaneous fuses. Self-consciousness in half-baked democracy is at the root of it. The Minister needs support for any decision and seeks to gain a favourable review from the public "before publication." The citizen is jealous of his rights, suspicious of his neighbour's politics. Every interest must be represented on every Committee set up on whatever issue—and for safety's sake represented in duplicate. No old Committee is deemed so denuded of its usefulness as to be scrapped. It merely pups new Committees to take over some of its functions. And all the chosen delegates must be paid their expenses and must sometimes try to earn them by wordy intervention on matters of which they know very little. "Committee-bound." Roll the word round your tongue and pass it along.

THE OLD STAGER

WINDSCALE ATOMIC PLANT OVERHEATS: The Windscale and Calder Hall Atomic Plants, in Cumberland, are here seen from the air. The chimney on the right in the foreground and, in front of it, the square, box-like building are the reactor pile and reactor chimney which, last Friday, became greatly overheated. A serious result was a release of radio-activity; fortunately only in minute quantities. The similar chimney and building on the left comprise another reactor. These buildings contain the actual atomic piles. Behind these structures at the extreme right of the picture the taller building with a slim chimney is the separator plant. Behind is the Calder Hall plant. At the front of the plant stand two concave cooling towers, behind them the long low building contains turbines and behind it lie two reactor buildings with small black chimneys on each side of them. The other two concave cooling towers have a reactor plant in front of them (again with two black chimneys on each side) and there is another turbine building between that reactor plant and the other reactors already mentioned.

EMERGENCY AT WINDSCALE

Workers Took Cover when the Nuclear Reactor Became Overheated Last Week

Last week-end emergency action had to be taken to cool down one of the nuclear reactors, which had become grossly overheated, at the Atomic Energy Authority's Windscale plant in Cumberland, where plutonium is produced for military purposes. Although there was at no time any danger of an explosion from either of the two reactors, workers in the vicinity were told to take cover. An official statement declared that there was no serious injury of any sort to anybody. It was later officially stated that the Windscale plant soon returned to normal conditions, except that the reactor which had been overheated had been put out of action for an estimated period of three or four months. The emergency centred around No. 1 pile. It was discovered that some of the uranium fuel cartridges in the centre of this pile, which had been shut down for the routine discharge of spent uranium and for maintenance work, "had become overheated to the point of red heat." An inquiry into the accident is being held and the findings will probably be made known in a day or two.

One very serious result of the accident was the banning of milk from cows which graze near Windscale. Samples of their milk taken over the week-end showed it to contain a radio iodine content six times above the permissible level. All but minute quantities of other dangerous radio-active substances, which might have escaped, were prevented from doing so by filters in the reactor chimney. The iodine level was not dangerous for adults, but it might well have affected children. The AEA offered compensation to all farmers covered by the ban. By last Monday the area affected by the ban covered 200 square miles, and included about 500 farms. It was thought unlikely that other produce than milk had been harmed by the accident, but tests were carried out on vegetables in the area. Alternative supplies of milk were arranged.

A ROYAL GUARD OF HONOUR FOR THE QUEEN AT UPLANDS AIRPORT: A general view of the scene just before Her Majesty walked forward to inspect the guard of honour of the Royal Canadian Air Force drawn up in a hangar. The inspection followed the welcoming by the Governor-General and the Prime Minister, Mr. Diefenbaker. As the Queen appeared at the door of the aircraft a fanfare was sounded by trumpeters. A twenty-one-gun salute had been fired as the plane touched down.

On right—

THE FIRST INSPECTION IN CANADA: Following the Queen as she walks forward to inspect the guard of honour is the Prime Minister, Mr. John Diefenbaker. The Queen's maple brooch was a gift from Canada in 1939.

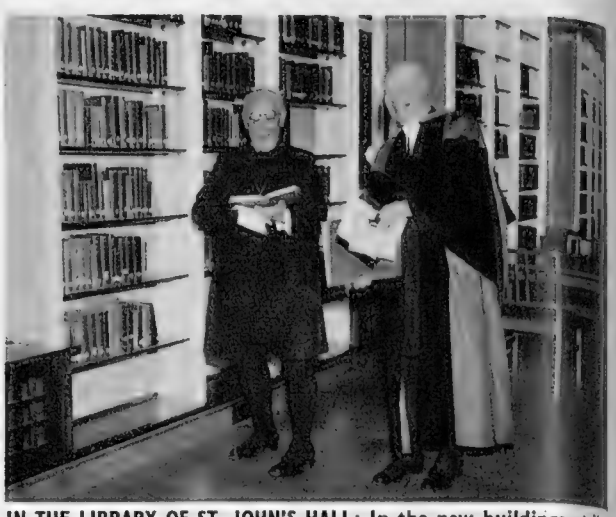
CANADA'S WELCOME

From Uplands Airport the Queen and the Duke of Edinburgh Drive to Government House in Ottawa

THE FIRST DAY IN THE CANADIAN CAPITAL: *Left*—The Royal visitors are seen on their way from the airport to Rideau Hall, the residence of the Governor-General in Ottawa. They are driving in a Cadillac convertible, equipped with a special plastic-type hood made by Avro of Canada. The residence is about ten miles from the airport. *Right*—While a member of the Royal Canadian Mounted Police stands at the salute, the Queen turns and smiles before entering Rideau Hall.

THE NEWS IN PICTURES

THE DEDICATION OF THE CHAPEL AT THE NEW LONDON COLLEGE OF DIVINITY: In the centre of the line of robed clergy on the left is the Archbishop of Canterbury, who performed the ceremony. Dr. Fisher also opened the new buildings of the College at Northwood, Middlesex. The original London College of Divinity—St. John's Hall—was at Highbury. It was bombed in 1940 and severely damaged by fire in 1946. After this the College moved to Lingfield, in Surrey. The new St. John's Hall at Northwood stands in an 11-acre site and is built in contemporary style. All but £10,000 of the £200,000 cost has already been raised. In his speech at the opening the Archbishop said that " the Church of England is in extraordinarily good heart and slowly and steadily solving every difficult piece of work presented to it." He went on to speak of the " constantly rising quality " of those being ordained. The chapel is a memorial to Old Johnians. Dr. Fisher dedicated it in the place of the Bishop of London, who was unable to attend because of a motoring accident.



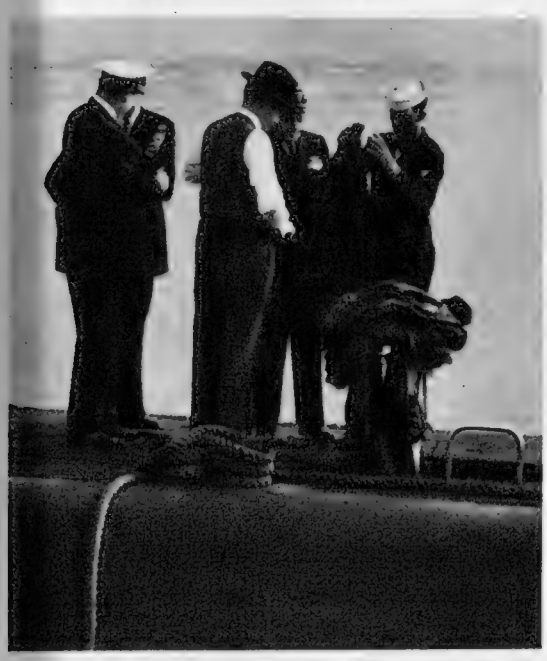
IN THE LIBRARY OF ST. JOHN'S HALL: In the new buildings at Nor wood Dr. Fisher enjoys a joke with Dr. J. R. S. Taylor, forme Bishop of Sodor and Man, who has been President of the Lon College of Divinity since 1945. The Archbishop of Canterb gave high praise to the architectural design of the Colle

A VISITOR FROM TURKEY: In the study at Lambeth Palace in Lond the Archbishop of Canterbury talks with Archbishop Karek Patriarch of the Armenians in Turkey. Archbishop Karek was visiting Dr. Fisher during a short stay in this count

LORD NUFFIELD CELEBRATES HIS EIGHTIETH BIRTHDAY: He is cutting a birthday cake at a dinner given in his honour by Stewart and Ardern Ltd., the London Morris distributors. Sitting next to Lord Nuffield is Mr. P. C. P. Stanley, joint managing director of Stewart and Ardern Ltd., and on the left is Mr. D. Harrison, Director of Home Sales for the B.M.C. Among the 400 guests were senior B.M.C. and Nuffield officials and prominent members of the London motor trade. To mark his birthday Lord Nuffield has given £95,000 to medical charities.

A CASKET IS RETURNED TO THE PARISH CHURCH OF ST. PETROC, BODMIN, CORNWALL It is carried in procession through the church before being handed to the Vic by the Mayor, on behalf of the Town Council. The ivory casket, believed to b of Eastern origin, was used in 1177 to carry the relics of the Saint to Bodmi Records of it were lost for several centuries but about 200 years ago it cam into the possession of the Council, who have now returned it to the church

THE NEWS IN PICTURES



THE MINISTER OF DEFENCE SPENDS FIVE HOURS ON THE AMERICAN SUBMARINE "NAUTILUS": *Above, left*—Mr. Duncan Sandys has taken off his coat and is being handed an American reefer jacket before descending into the hull of the United States Navy's 2,980 tons, atom-powered submarine *Nautilus*, at Plymouth. Mr. Sandys, who was accompanied by Earl Mountbatten, the First Sea Lord, and other naval officers and civilian officials, spent about five hours on board the *Nautilus*. He described his cruise as "an unforgettable experience." The visitors were shown all over the submarine and were given a fully-detailed explanation of the construction and method of operation. The party was then taken for a cruise during which the craft was submerged for over two hours. *On right*—In the group Mr. Sandys is standing on the hull of the submarine, sixth from the left. Earl Mountbatten of Burma is standing eighth from the left, looking towards the sky.

A NEW GOVERNOR-GENERAL ARRIVES IN SALISBURY: Lord Dalhousie, the new Governor-General of the Federation of Rhodesia and Nyasaland, on left, shakes the hand of Sir Roy Welensky, the Prime Minister of the Federation, on his arrival by air at Salisbury airport to take up his duties. The official welcoming party was headed by Sir Robert Tredgold, the acting Governor-General. Lord Dalhousie was accompanied by his wife and shortly after their arrival they stood near a saluting dais on the airfield while over 150 special guests were formally presented to them.

PRINCE BERNHARD GIVES A JUDO GREETING: In traditional judo fashion, Prince Bernhard of the Netherlands, on right, crouches on the ground to acknowledge his welcome by Mr. D. H. Vollenhoven, the director of a new sports school in Amsterdam. The Prince performed the opening ceremony of the school and he is seen wearing a judo shirt which was presented to him by the Principal.

AN EVEREST CLIMBER AT THE SUMMIT OF AN ITALIAN MOUNTAIN: Sherpa Tensing Norkay, one of the two climbers of Mount Everest on right, stands at the summit of the 7,000-ft.-high Paganella Peak, in the Dolomites. He is accompanied by the well-known Italian climber Cesare Maestri. The Sherpa guide, who, during his visit to Italy, was received in special audience by Pope Pius XII, had led a group of Himalayan mountaineering veterans up the hardest route on this mountain, the "Direttissima."

ANGLO-EGYPTIAN FINANCIAL TALKS IN ROME: The British delegate to the talks, Mr. D. Rickett, on right, talks to the Egyptian delegate, Mr. Hassan Habbas Zaki. It appeared that the Egyptians were very willing to consider returning British property seized at the time of the Suez intervention. But Britain's claims for the expropriated Canal zone installations were not under discussion nor were Egyptian claims for damage to her property, resulting from the Anglo-French attack on Egypt. It was agreed that there should be compensation for the sequestered British property, in return for the establishment of normal trade relations.

THE NEWS IN PICTURES

LONDON'S NEW NATIONAL FILM THEATRE: The interior of the cinema which was opened last Tuesday. It has been built below Waterloo Bridge on the South Bank site near the old Festival of Britain building, which previously housed the National Film Theatre. Designed by the London County Council architect's department, the new theatre seats 500 people and is said to be the most versatile cinema in the world. All types of films can be shown on the screen.

LOTTE LEHMANN RECALLS MEMORIES AT COVENT GARDEN: The famous singer is see last week with Wolfgang Windgassen as he makes-up in his dressing-room sing Siegfried at the Royal Opera House. Twenty years ago Madame Lehma sang in this opera at Covent Garden with Herr Windgassen's father. She finish her season of " Master Classes in Opera " at the Wigmore Hall to-day (October 1

On right—

AN EX-COMMUNIST VICTIM OF A POISONING ATTEMPT? Nikolai Khokhlov, a former captain in the Soviet State Security Service, speaks at a Press conference in Frankfurt-on-Main, in West Germany. This was his first public appearance since he was suddenly taken ill during the annual conference of an anti-Communist organisation in Frankfurt last month. Mr. Khokhlov alleged that a cup of coffee which he drank had been poisoned by Soviet agents. This attempt, he claimed, was in revenge for his having surrendered in 1954 to the American authorities in Western Germany. After his Press conference Mr. Khokhlov flew back to America, where he now lives.

AN UNWILLING RECRUIT: Gwili, the new goat mascot of the re-formed 6th Battalion, the Welch Regiment, shows violent opposition at the London Zoo to the party from the battalion which had arrived to take him to his regimental duties. For a long time he kicked, butted and shied at all attempts to dress him in his uniform. Eventually, however, he accepted the inevitable with good grace and marched proudly away from Regent's Park with his escort.

AN INDEPENDENT LONDO ART SCHOOL SEEKS FUND At a reception held launch an appeal f £20,000, to secure t future of the Byam Sh School of Drawing a Painting in Kensington, (from left to right) Mr. Bria Thomas, Mr. Charle Wheeler, C.B.E., P.R.A Miss Naz Ikramullah, Pakistani art student, Lor Mottistone, Miss J. Wel ham, Miss L. Fisher a Mr. F. G. Fisher, t Mayor of Kensington. Th school was founded in 19 by two artists, Rex Vic Cole and Byam Shaw, t father of the theatre director, Glen Byam Shaw It is one of the last indepe dent art schools in Londo

On left—

A HISTORIC CHALET IN THE ALPS: Outside a wood house at Zermatt, the plaqu which normally hangs o its walls is held by a Swi mountain guide. The i scription reads: "In thi house lived Peter Taug walder, senior and junio who accompanied Edwar Whymper on the first ascen of the Matterhorn o July 13-14, 1865." Th Taugwalderhaus has re cently been threatened wi demolition and appeals t save it are supported b many leading mountaineers

THE NEWS IN PICTURES

THE WEST LONDON AIR TERMINAL IS COMPLETED IN ONLY 108 DAYS: A passenger vehicle has just turned through the main gate of the new terminal, which is situated on the Cromwell Road, West Kensington. It is the successor to the Waterloo Air Terminal and was formally opened by Mr. Harold Watkinson, the Minister of Transport and Civil Aviation. The new building has been erected for Air Terminals Ltd. for use by British European Airways, whose old terminal was housed at Waterloo on the Festival of Britain site adjoining the Thames. Building developments there necessitated the termination of the lease. During peak periods more than 16,000 passengers passed through the Waterloo building in a day. It is estimated that the new terminal will handle some 1,500,000 passengers in the first year of operation. Although designed and built as a temporary structure, West London Air Terminal has a permanent appearance and is intended to fill a gap of seven to ten years pending development of a permanent air centre. It has been erected on a concrete and steel deck of two acres over the railway-line network between Earls Court, Gloucester Road and High Street, Kensington, Underground stations. The contractors were Richard Costain Ltd., whose speed and efficiency in carrying out the work received favourable comment.

PASSENGERS RELAX IN THE SPACIOUS AND AIRY LOUNGE AT THE NEW AIR TERMINAL: After completing reservation details, passengers can take advantage of many facilities in the lounge. These include a bookstall and several shops. Flight insurance and postal facilities are also available and there is a separate licensed bar.

PLANS TO ESTABLISH AN ARCTIC RESCUE SERVICE: Major William Stanley Moss, the ex-Commando who helped to capture the German General Kreipe on Crete during the war (on left), and Lord Tedder, Marshal of the Royal Air Force, discuss a proposal to drop a British team of eight men by parachute on to the North Pole next May. The object would be to test the conditions that would confront a rescue team after a crash or forced landing of aircraft now crossing the Pole in increasing numbers.

NORWEGIAN CROWDS THROW STONES IN ERROR AT A BRITISH COMMANDER-IN-CHIEF: General Sir Cecil Sugden, British Commander-in-Chief, Northern Command, NATO (on right), is escorted past demonstrators on his arrival at Fornebu Airfield, near Oslo. The crowd, which had assembled at the airport in protest against the visit of General Hans Speidel, the German who commands the Allied Land Force, Central Europe, threw stones at Sir Cecil, whom they mistook for the German Commander. The incident occurred when the aircraft carrying General Sugden landed at the airfield from Copenhagen at the same time as General Speidel was expected to arrive. The latter's aircraft, however, had been diverted because of the demonstrators.

IN TOKEN OF VICTORY: Mr. Dave Beck (on left), the retiring head of the Teamsters' Union, raises the hand of Mr. James R. Hoffa after his election as the Union's president at Miami Beach, Florida. Mr. Hoffa was elected by a margin of nearly 3 to 1 over the combined vote of two rivals who campaigned on pledges to "clean up" the Union, which, they alleged, had corrupt leadership.

NEW PROJECTS IN FOUR COUNTR

Construction Work in Norway, France, Belgium and Swi

THE MOST NORTHERLY RESTAURANT IN EUROPE? The building which is seen in the centre of the picture, near the cliff edge, is a restaurant under construction at North Cape, the most northerly point of Norway. It is thought that there may be no other restaurant in Europe so far north as this. *Above, on right*—A closer air-view of the new restaurant. Each year many tourists come to North Cape to see the midnight sun in this northern part of Europe.

BUILDING A DAM IN SOUTHERN FRANCE: Bulldozers, tractors and other vehicles work on the construction of a dam at Serre-Ponçon, in the Durance region of France. The River Durance and its tributary, the Ubaye, are to be dammed to provide hydro-electric power and an irrigation scheme for the area. The total costs of construction are estimated at £150,000,000. When completed, the dam will be 1,968 ft. long and nearly 400 ft. high. Work was started on the project in 1955 and should be finished in 1960. The French Electricity authority had been considering this scheme for some time, but it was not feasible until advanced work had been carried out on the science of soils and their treatment. The new dam is designed to "rebuild the mountain." One essential feature of the project as a whole has been sociological. The area is split into two parts, one poor and the other rich. The dam is being so designed that the whole region—one of the most desolate in France—should benefit equally. The poorer northern area has a dwindling population; it is hoped that this trend will be reversed.

BELGIUM'S FUNICULAR: A car on a new cl... at Huy, in Belgium, carries passenge... Citadel, which is situated on a hill o...

On right—

THE LONGEST CABLE-RAILWAY IN EUROPE: This picture, taken from one of the cars on the new funicular at the Belgian town of Huy, gives the passenger's view of the approach to Huy Citadel, seen in the left background. The railway is said to be the longest in Europe, being just over half a mile in length. It is being used primarily to transport tourists across the valley to the Citadel, which is partly hewn in the solid rock at the top of a hill. From its ramparts visitors can obtain a magnificent view of the town spread out below.

OBSERVATORY IN THE SWISS ALPS: Snow-clad slopes dominate the Sphinx Observatory on the Jungfraujoch mountain, in the Bernese Oberland, near Interlaken, in Switzerland. A new storey has just been added to the Observatory, which is situated nearly 11,400 ft. above sea-level. Plans for the new section were first proposed three years ago when it became evident that considerable extra space was needed to facilitate the work of the eight research groups housed there. The new part of the Observatory is being used chiefly for making astronomical and geophysical observations. In the background are the Konkordiaplatz and Faulberg mountain peaks.

right—
ALLING TELEPHONES IN THE SWISS MOUNTAINS: Workers are carrying a length of telephone cable on their shoulders as they make their way up the steep and rocky Jungfrau to the Jungfraujoch peak in the Bernese Oberland, Switzerland. When completed, the site at Jungfraujoch will be the highest telephone station in Europe.

THE DUKE OF DEVONSHIRE'S ART TREASURES EXHIBITED IN LONDON: For a month, which started last week, this wonderful work, the "Roe Deer Hunt," and another tapestry, "Falconry," are being shown at the Victoria and Albert Museum. They are from a set of four medieval tapestries which, along with other masterpieces, have been accepted by the Treasury from the Duke of Devonshire for the payment of death duties. Only the "Roe Deer Hunt" has been cleaned.

Last week two of the set of four Hunting Tapestries which belonged to the Dukes of Devonshire were placed on view in the New Acquisitions Court of the Victoria and Albert Museum. The tapestries, which are thought to date from around 1450, are among the finest surviving examples of the medieval weavers' art.

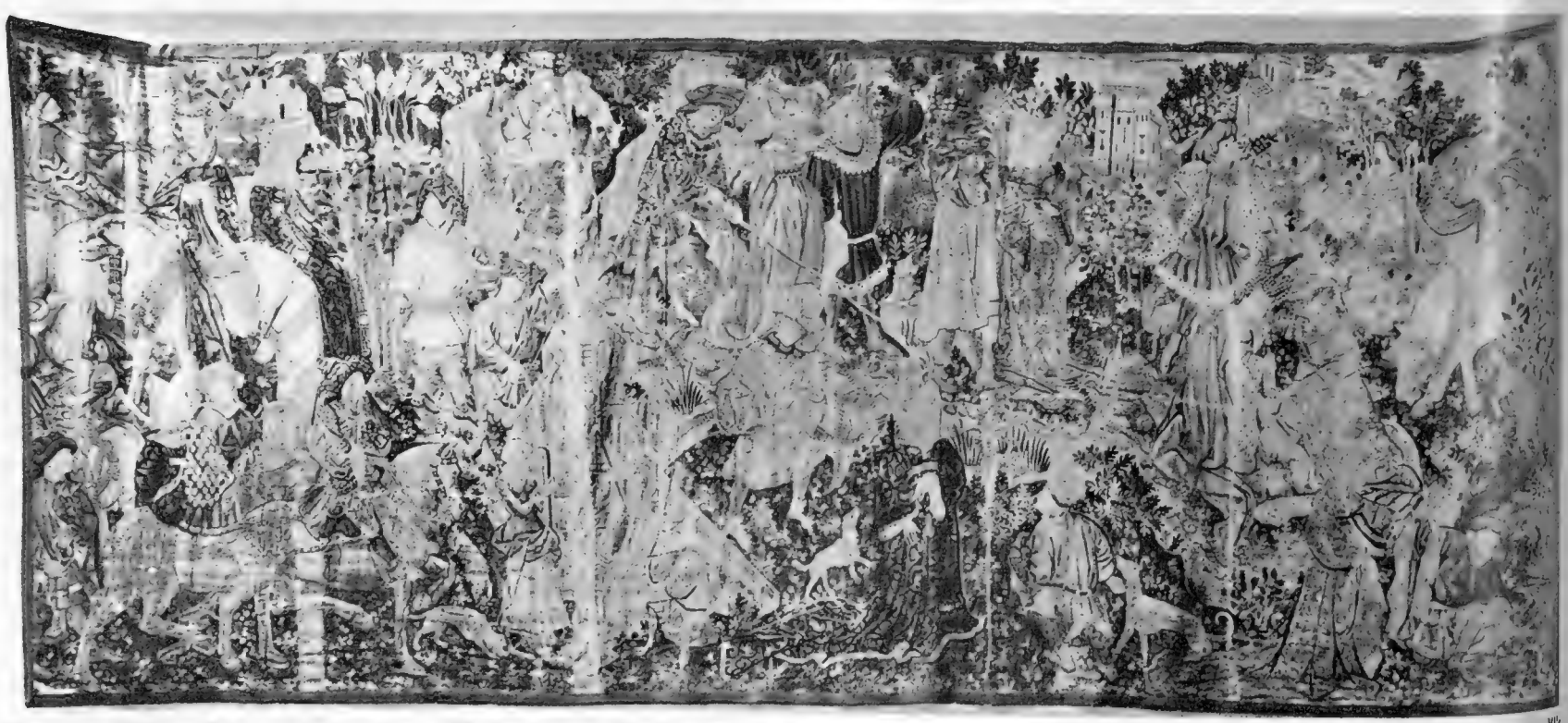
The cleaned tapestry—only one of the four has been cleaned—the "Roe Deer Hunt," is 13 ft. 2 ins. by 28 ft., and the second, the "Falconry," is 12 ft. 9 ins. by 32 ft. 9 ins. The set is thought to have been woven at Tournai, where experts consider that the art of tapestry weaving was by the mid-fifteenth century as advanced as at Arras.

In medieval times tapestries such as these embellished large halls and pavilions. However, during the nineteenth century, when this set was "discovered," the beautiful woven works had been cut into strips and were being used to decorate spaces between windows. In about 1900 they were sent to the "Ladies' Decorative Needlework Society" for cleaning and repair. Restoration work upon them was again undertaken in Paris in 1950, but only the "Roe Deer Hunt" had been cleaned when the death of the tenth Duke halted the work.

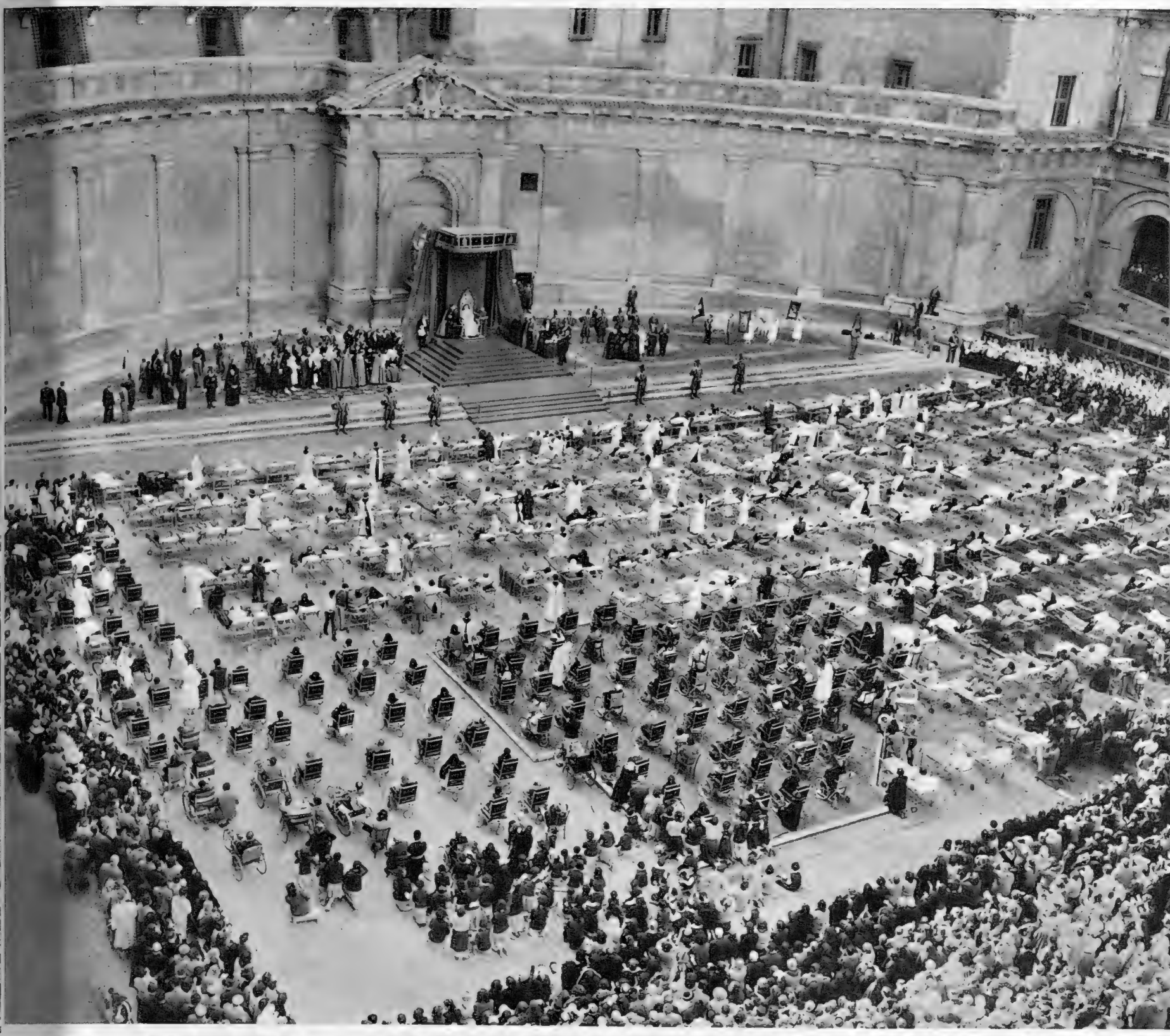
THE CHATSWORTH TAPESTRIES

The Medieval Works of Art Displayed at the Victoria and Albert Museum

DETAIL OF THE CENTRE OF THE CLEANED TAPESTRY: Some of the pursuits and manners of the Middle Ages are vividly revealed in this central portion of the "Roe Deer Hunt." After this showing, at least a year will be needed to restore the other works. Then the set are due for exhibition at the museum.



THE "FALCONRY": This tapestry presents a striking contrast with the cleaned panel. It has generally been accepted that these works were associated with Henry VI's marriage to Margaret of Anjou. It has also been suggested that "Falconry" is the key to the set, because it depicts the courting of Margaret by the King's proxy. Two ladies riding horses are seen at the top left-hand corner of the panel; it is thought that Margaret is represented by the female figure farthest on the left.



A MASS PAPAL AUDIENCE FOR THE SICK : A general view of the scene in the Belvedere Courtyard at the Vatican, showing some of the 500 sick people on stretchers and in wheel-chairs attending a mass audience given by Pope Pius XII. They had arrived at the Vatican with about 5,000 members of the International "Centres for Volunteers of Suffering" during a pilgrimage of sick people from various parts of Italy and Europe. The ceremony was held in connection with an international four-day convention in Rome. The "Centres for Volunteers of Suffering" is an organisation which has been formed to alleviate the suffering of sick people in every possible way. Pope Pius, who conducted the audience from his gold and crimson throne, had returned to the Vatican for the occasion from his summer residence at Castelgandolfo.

MASS AUDIENCE FOR THE SICK

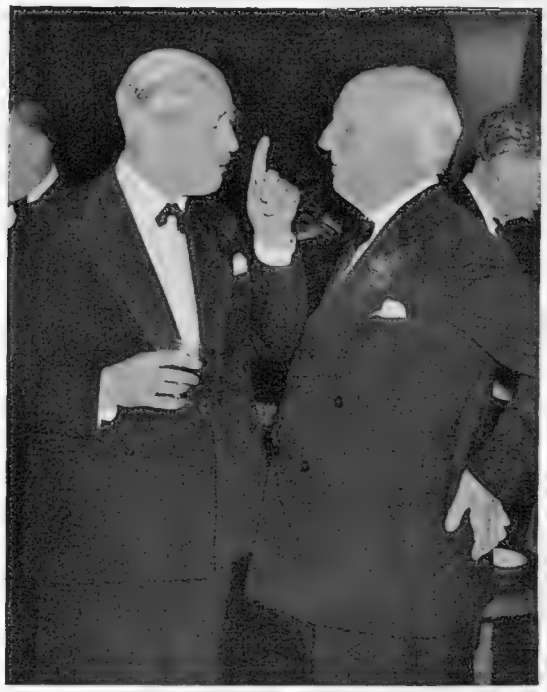
The Pope Attends a Vast Gathering at the Vatican

On left—

A BLESSING FROM THE POPE : He raises his hands in blessing as he walks among the sick and their attendants in the courtyard. During the procession to the Vatican, members of uniformed youth organisations as well as nuns and nurses and others helped to push the stretchers and wheel-chairs.

Conservatives at Brighton

The Party's Seventy-seventh Conference



THE PREMIER AT BRIGHTON: Mr. Macmillan chats to Lord Woolton, a former chairman of the Conservative Party, at a reception which was held after the first day of the conference. On the first day important speeches were made by the Chancellor of the Exchequer and the Minister of Defence. Although neither Mr. Thorneycroft nor Mr. Duncan Sandys announced any new policies they held their listeners' attention very firmly. Mr. Thorneycroft reiterated his contention that the measures taken by the Treasury to prevent inflation would not greatly harm public investment. Nevertheless, the Government had to subordinate other objectives of policy, however electorally popular they might be, to the chief aim of controlling inflation and restoring the pound sterling. Mr. Sandys stated that in the Government's view Britain had to make her own contribution to the development of nuclear deterrents, regardless of what other economies might be necessary. He denied a suggestion that we were putting all our eggs in the nuclear basket and that we would not have enough conventional forces to meet our other obligations.

THE SCENE ON THE OPENING DAY OF THE CONSERVATIVE PARTY CONFERENCE: Some 4,000 delegates listen to Mrs. Walter Elliot, the chairman of the conference, as she speaks from the platform in Brighton's Sports Stadium. She said that two events of great importance for the party had taken place since the last conference. They were the resignation of Sir Anthony Eden, due to ill health, and the assumption of the Premiership by his successor, Mr. Harold Macmillan.

SPEAKING FROM THE CHAIR: Mrs. Walter Elliot, the chairman of the party conference, makes a point. She is the wife of Colonel the Rt. Hon. Walter Elliot.

AN ATTENTIVE MINISTER OF LABOUR: Iain Macleod seems intent as he listens to one of the speeches. He made an important speech on the second day.

A CONSERVATIVE SUPPORTER FROM WALES: Miss Edith Williams, of East Flintshire, urges the Government to remember the plight of the middle classes.

THE CHAIRMAN OF THE CONSERVATIVE PARTY: Lord Hailsham appears to be deep in thought. He denied that the Conservatives were attacking the trades unions.

THE FOREIGN MINISTER AT THE CONFERENCE: Mr. Selwyn Lloyd looks perturbed at a remark made by one speaker. Mr. Lloyd criticised Russian peace moves.

A CONSERVATIVE CRIPPS ? The Chancellor of the Exchequer, Mr. Peter Thorneycroft, is being compared with the Labour Chancellor, famous for his advocacy of austerity.

BRIDGING THE DEE ESTUARY

The Sands of Dee may yet Become Good Agricultural Land or Possibly the Site of New Industries if a Scheme for an Embankment and Bridge is Carried Out

THE SITE OF THE PROPOSED ENBANKMENT AND BRIDGE OVER THE RIVER DEE: It would cross the estuary from a point just off the left of the picture, on the Flintshire shore, to a point between Heswall and Parkgate on the opposite bank, just off the right of the picture. In the centre of the picture is Courtaulds factory.

THE DEE ESTUARY AT LOW TIDE: At this point it is approximately four miles across. The scheme for the embankment and bridge has been put forward by Flintshire County Council and the Dee and Clwyd River Board. One of its main advantages is that it would give North Wales a direct link with Merseyside and Lancashire. In addition, it would enable some 11,000 acres of sand and marshland to be reclaimed.

DUTCHMEN, or even East Anglians, regard the reclamation of land from the sea as a process hardly worthy of comment. But the west coast of Britain has seen little of this work—and that adds interest to Flintshire County Council's plan to bridge the Dee estuary and reclaim about twenty square miles of land, now marshes and saltings. It is now two years since the County Council, concerned about the increasing congestion of traffic at Queensferry and along Deeside, instructed the Highways Committee to investigate the technical problems of bridging the five-miles-wide estuary, downstream from Chester, between the shores of Wales and Wirral. Two thousand years ago the Romans are believed to have had a ford across the Dee, but in those days the river ran along the Cheshire shore and the depth of the channels was probably less. This was changed 200 years ago when a company was formed to canalise the river along the Flintshire shore, where it would serve the new extractive industries in Flintshire, by swinging it away from its ancient course. The work was carried out and financed by the sale of reclaimed land where the flourishing districts of Sealand, Saltney and Sandycroft now stand. The river, however, was ruined in the process. Deprived of the free run of the tide, the river bed silted up and the little ports between Chester and Mostyn fell into decay.

Therefore, when the Flintshire Highways Committee, under the chairmanship of Councillor A. G. Moyle and the guidance of the County Surveyor, Mr. P. J. Maddicks, opened the subject, the Dee and Clwyd River Board were delighted. Their engineer, Captain G. A. Wright, was busy with the Bala Lake flood prevention and water conservation scheme at the other end of the river, but he saw the possibilities of repairing the damage of two centuries earlier by combining the bridge plan with a plan of his own to train the river within retaining walls and intercept the run of the tide. This would regain the scouring action lost in the process of canalisation.

The Board possess a " miniature estuary " at Queensferry where the operation of the tides can be simulated on a scale model and a year's tidal movements, and all their effects on sand and river bed, compressed into a day's experiments. The County Council and the Board agreed to share the cost of experiments, and Professor J. A. L. Matheson, of Manchester University, was engaged to devise—with the aid of the hydraulic model—a causeway and bridge between Wales and Wirral which would not make the chronic instability of the river even worse. It had to connect with existing road systems on both sides of the river and foster natural accretion of the land behind to make it fit for industry and agriculture.

Professor Matheson and Mr. C. T. M. Begg, the research engineer to the Board, worked on the model for a year. After rejecting scores of alignments and types of construction, they found a line between Greenfield, in Flintshire, and a spot between Parkgate and Gayton, on the Wirral shore, where a causeway could be built.

That is the scheme as it stands to-day. The causeway would have an earth core, and be faced with stone, continuing up to parapets well above the highest possible tide. Between the parapets would run two 24-ft.-wide dual-carriageways, making a four-lane highway. The river, contained between training walls similar in construction to the embankment, would pass through it beneath a 600-ft.-wide fixed span bridge. At the seaward side of the bridge would be an embayment containing a small port, with provision for rail communication parallel with the roadway, from either side of the estuary.

Unlimited quarry material is available within a short distance, in addition to blast-furnace slag from Hawarden Bridge Steelworks, which are built on artificial plateaux of sand sucked up from the bed of the estuary a short distance away. Some 500 acres of marsh have already been reclaimed there by the steel firm, and show what can be done by way of utilising the bleak and featureless marshes. Mr. Maddicks estimates that the cost would be about £7,500,000. This would include such main items as £2,500,000 for river training walls; £1,500,000 for the embankment; £600,000 for road works, £1,100,000 for approach roads, and £400,000 for the bridge. On the credit side, rental from the 20 square miles of reclaimed land—about £95,000—would form a substantial contribution to the amortisement of the loan charges.

The County Council have already been in touch with the Ministry of Transport, who have been surprisingly warm in their reaction, provided that the scheme is financed by tolls. Mr. Maddicks calculates that these would have to be 3s. for private cars and 10s. for commercial vehicles. But the bridge would cut the distance between Birkenhead and North Wales by 12 miles. The petrol element in private motoring is about 2d. to 3d. a mile. Commercial vehicle costs are reckoned to be about £1 an hour, so for each class it would be a saving. That constitutes the technical and experimental progress to date. Further work is now going on with the model to obtain more precise information so that when the scheme is approved—Flintshire refuse to concede any " if "—a start could be made without delay. Meanwhile, the emphasis has shifted to the political and human side of the scheme.

To understand these difficulties, it is necessary to look at the general picture of the area. A twelve-mile circle centred from the middle of the causeway would take in Liverpool, Birkenhead and Chester as well as much of Flintshire and some of Denbighshire. All local authorities would be closely involved, and Flintshire has already held one conference of them.

They were told of the advantages of the scheme. It would halve the distance between Merseyside and North Wales, its traditional playground. Industry would benefit by the shorter distance between factories and markets. The reclaimed land would be an enormous

(*Concluded on following pages*)

LOOKING DOWNSTREAM FROM CONNAH'S QUAY, ON THE FLINTSHIRE SHORE: This model shows the canalised bed of the river skirting the shore to Flint before broadening towards the centre of the estuary. Opposite Greenfield the river loses its canalised form.

LOOKING UPSTREAM FROM THE MOUTH OF THE DEE ESTUARY MODEL: From Point of Air, on the Flintshire shore, the river broadens out into channels in the open estuary after passing between Greenfield, also on the Flintshire shore, and Heswall, on the Cheshire shore. The proposed embankment and bridge would be built on an alignment from Greenfield to a point between Heswall and Parkgate.

AN AERIAL VIEW OF THE DEE ESTUARY : It was taken, at low tide, at an altitude of 10,500 ft., to give a contact scale of 3 ins. to one mile. From Point of Air, in the extreme left on the Flintshire shore, the river runs into a series of channels in the open estuary. The proposed embankment would cross the estuary, from the Flintshire shore, from a point near Greenfield, which can be seen at the bottom of this half of the view.

BRIDGING THE DEE ESTUARY

(*Continued from previous page*)

asset to the counties of Cheshire and Flintshire, which would share it. North Wales would be opened up as a new dormitory for Merseyside, which is already fast exhausting the building land on Wirral.

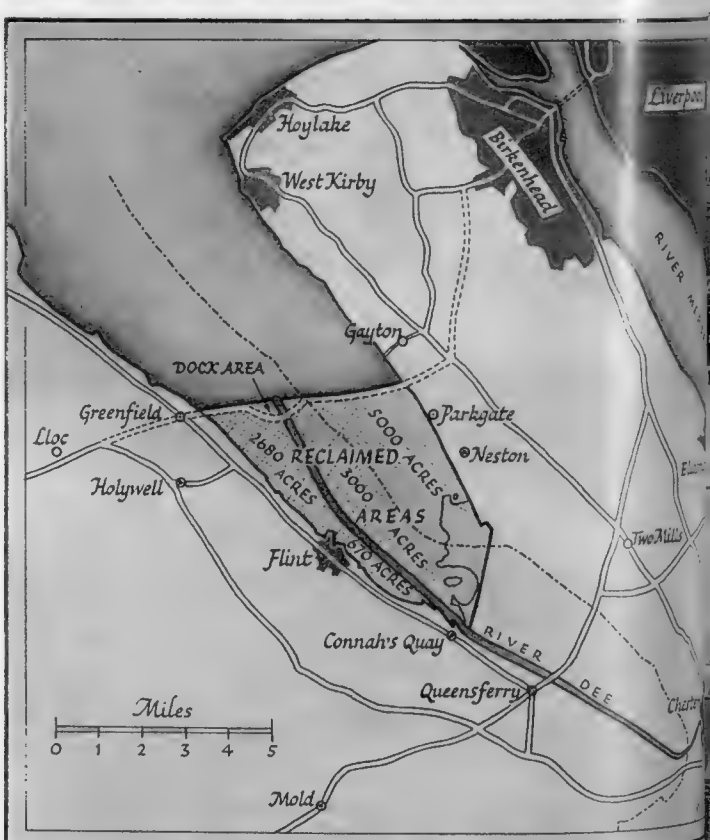
Flintshire admit that they would gain by the diversion of traffic from the congested built-up Deeside, but point out that the sufferers in traffic queues are not Flintshire people but Liverpool, Lancashire and Cheshire holidaymakers and commercial traffic. But the local authorities in England are cautious. Wirral fears it might be little more than a corridor between the mass population of Lancashire and the mass resorts of North Wales. Residents in the exclusive areas such as Heswall, West Kirby, Thurstaston and Gayton fear for their incomparable views of the Welsh mountains if industry spreads over some of the reclaimed land.

Cheshire County Council are worried about additional roads which might be needed to connect with the bridge on Wirral, though Flintshire point out that the bridge has been planned to fit in with existing roads and roads already planned by Cheshire under the County Development Plan. Birkenhead fears that the bridge might attract traffic with which the Mersey Tunnel could not cope, although it is privately conceded that the lower half of the tunnel will have to be opened up, or a new tunnel built anyway. Flintshire suggest that both tunnel and bridge could be so aligned as to form a big north-south artery.

Arguments go on, and in the meantime, the still unattained scheme is already having an effect in various ways. Property values in North Wales, where the bridge would facilitate commuting to Merseyside, have hardened a little (many people would like to live in North Wales and work on Merseyside), just as they have done in the areas of Cheshire which will be opened up by the Widnes-Runcorn Bridge. North Wales resorts are planning developments to cope with the anticipated extra holidaymakers and trippers. Industrialists, hitherto shy of North Wales, at the end of attenuated communications, are now seeking sites for factories. Even the publicans of Wirral foresee extra trade on Sundays.

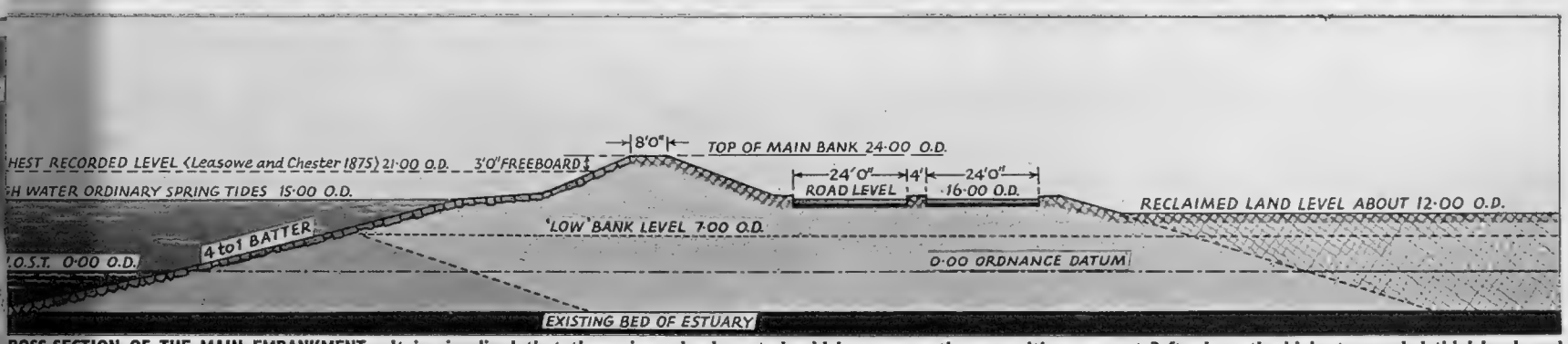
Commercial interests in Birkenhead anticipate additional trade for shops from the quarter-million of North Wales. Nationally, of course, the scheme has great advantages, for it would form an important north-south link, and connect communities on each side of the border.

Of course, this is all a scheme on paper, however great the detail. But the Flintshire sponsors are agreeably surprised by the attitude of the Ministry, and confident that enlightened self-interest will gradually win over the doubters in Lancashire and Cheshire. Another conference will probably be held before the end of the year and if the Ministry give a cautious, provisional green light, it is thought that a start could be made in five years. Ten years after that, a modern highway could cross the sands of Dee where once the legions waded through the shallows.

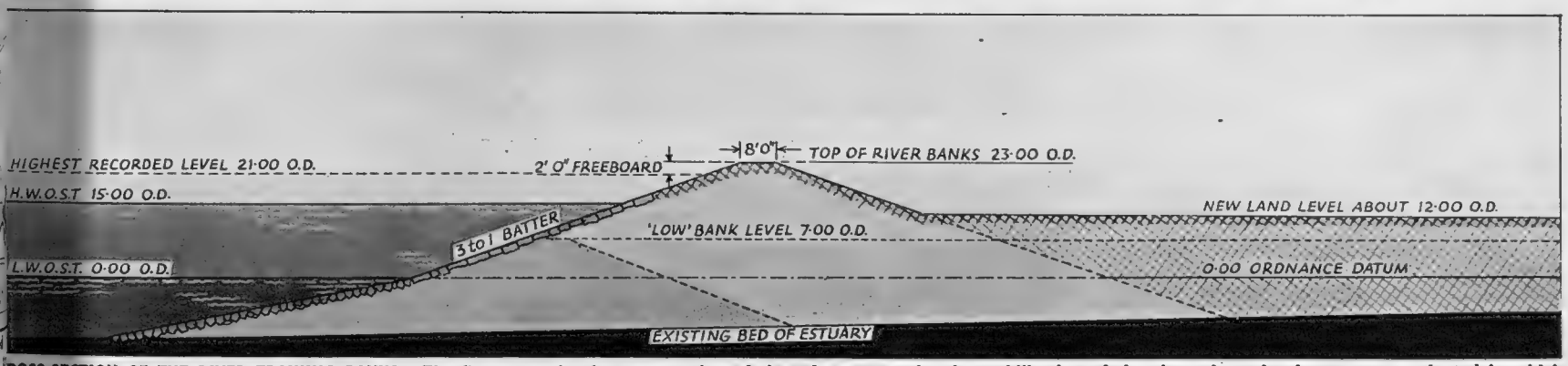


A LOCATION MAP SHOWING THE RECLAIMED AREAS : They are marked middle of the map in cross-hatch shading. On the Flintshire shore two separate areas of reclaimed land. Between Connah's Quay the area totals 670 acres and between Flint and Greenfield it 2,680 acres. On the Cheshire shore, from a point opposite Connah's a point just beyond Parkgate, the reclaimed area amounts to 8,0

AN AERIAL VIEW OF THE DEE ESTUARY : The top left half of the view shows the point where the embankment would join the Cheshire shore between Heswall and Parkgate. The route of the proposed embankment across the estuary is pierced near the middle by a bridge carrying a four-lane roadway, and it can be seen marked in the centre left of this section. The route of the new river channel behind the embankment runs close to the Flintshire shore and it would enable deep-water ships to navigate with ease up as far as Connah's Quay. The river would be confined to a narrow channel by special training walls. At the point where the new river channel breaks into the embankment an indent for dock installations has been marked. The estimated cost of the entire project is in the region of £7,500,000.



ROSS-SECTION OF THE MAIN EMBANKMENT : It is visualised that the main embankment should have an earth core, with a parapet 3 ft. above the highest recorded tidal level, and be faced with stone. Two carriageways, both 24 ft. wide, would run behind the parapet. The Dee estuary scheme is not a new one. Twenty-five years ago, Flintshire and the river authority considered constructing a bridge or causeway across the mouth of the Dee, but it was decided that the location was too exposed and tidal conditions too difficult for the venture to be practicable. The whole question rose again as the traffic problem at Queensferry—a notorious bottleneck in North Wales—became more acute.



ROSS-SECTION OF THE RIVER TRAINING BANKS : The first stage in the construction of the scheme must be the stabilisation of the river channel. A test was conducted in which the river training walls were built along the sides of the channel so as to reach the line of the embankment in a period of four years and eight months. No difficulty was experienced in this phase, but construction at right-angles to the tidal flow was found to cause the appearance of deep scour-holes at the tees of the embankments. With modern methods of construction, however, it is felt that the difficulty of closing the gap can be overcome. The cost of the construction of the river training walls would be £2,500,000.

ON THE IRISH BORDER

Donegal, Even More Than the Rest of Eire, is a Land of Contrasts and Contradictions; It is the Most Beautiful County in all Ireland

By BRIAN VESEY-FITZGERALD

THE border between Northern Ireland and Eire is some 200 miles long. Two hundred and five roads, so I am assured, cross it. I have not, needless to say, checked the accuracy of that statement (if the figure is correct, then it must surely include ways that are little more than tracks), but it is a fact that only seventeen are open to traffic. And those seventeen are patrolled and guarded by heavily-armed men. The border has become a frontier in the full sense of the word. A good deal of this is, of course, a precautionary measure. But no one takes precautionary measures of this nature just for fun. And, quite apart from the "incidents," it is evident enough to any moderately intelligent observer that "troubles"— we should use a harsher word if they occurred anywhere else in the world—could easily break out once more.

Yet none of this affects the casual visitor to Eire in the least, so long as he avoids politics in conversation; and this is very easy to do because the Irish themselves are only too anxious to avoid political discussion with strangers. Politics avoided, the people are as friendly, as courteous, as anxious to be helpful, as ever they were: perhaps more so. At the same time Eire to-day is, I think, much more obviously a foreign country than it was, say, thirty, even twenty, years ago. Of course, Ireland was always a foreign country—the greatest mistake that Whitehall made was in persistently thinking of the Irish as English with a funny accent—but now there is a different "climate." It is not merely a matter of the Irish language being displayed: it is an attitude of mind.

You notice this particularly in Donegal. Donegal is a cut-off bit of Eire. Like the counties of Cavan and Monaghan, it is historically part of the province of Ulster but outside modern Northern Ireland. Unlike Cavan and Monaghan, it is geographically almost outside Eire as well, almost cut off from the parent body. The boundary drawn by the Government of Ireland Act, 1920, runs to within five miles (as the crow flies) of the Atlantic west coast in the neighbourhood of Donegal Bay. The only connection between Donegal and the rest of Eire is this narrow strip and the Sligo coast road.

Before the boundary was drawn Londonderry was the gateway to Donegal and also the chief business centre for the county. Now the gateway is the little town of Bundoran and Derry is definitely the back-door. Not surprisingly this has made an enormous difference to Donegal: but in a way few could have imagined at the time. It must then have seemed that the loss of Derry would prove a mortal blow to Donegal. The reverse has proved to be the case. The loss of Derry has, in fact, brought a relative prosperity at least to parts of the county. Donegal has been discovered by the Irish.

Despite anything that a Kerryman may say—and he will be only too eager to tell you—Donegal is the most beautiful county in all Ireland. But when you entered the county from Derry it took some time to appreciate the fact, and many people, just taking day trips from the old town, never did. Now, coming along the Sligo coast road (which is how the Irish come, and a steadily increasing number of English and Americans), you get the full, almost stunning, impact of the Croaghgorm mountains across Donegal Bay. It must be one of the most impressive views in the whole of Western Europe. It is an invitation to explore which cannot be refused.

The cliffs of Donegal are awe-inspiring. Horn Head, north of Dunfanaghy (now a tourist resort with good hotels and a golf course), is by no means the highest of them, but it springs sheer from the sea for over 600 ft. and from the edge of the precipice to the top there is a further 400 ft. suitable only for very agile and intrepid goats. Nearby there is a blow-hole, MacSweeney's Gun, into which in stormy weather the Atlantic rushes with savage force and a report which, it is said, can be heard in Derry, fifty miles away. I have been fifty yards away when it has happened—and I can well believe it. Horn Head is a wild place. Rounding it in a four-oared curragh is, for a landsman, an adventure comparable to rounding Cape Horn in a sailing vessel.

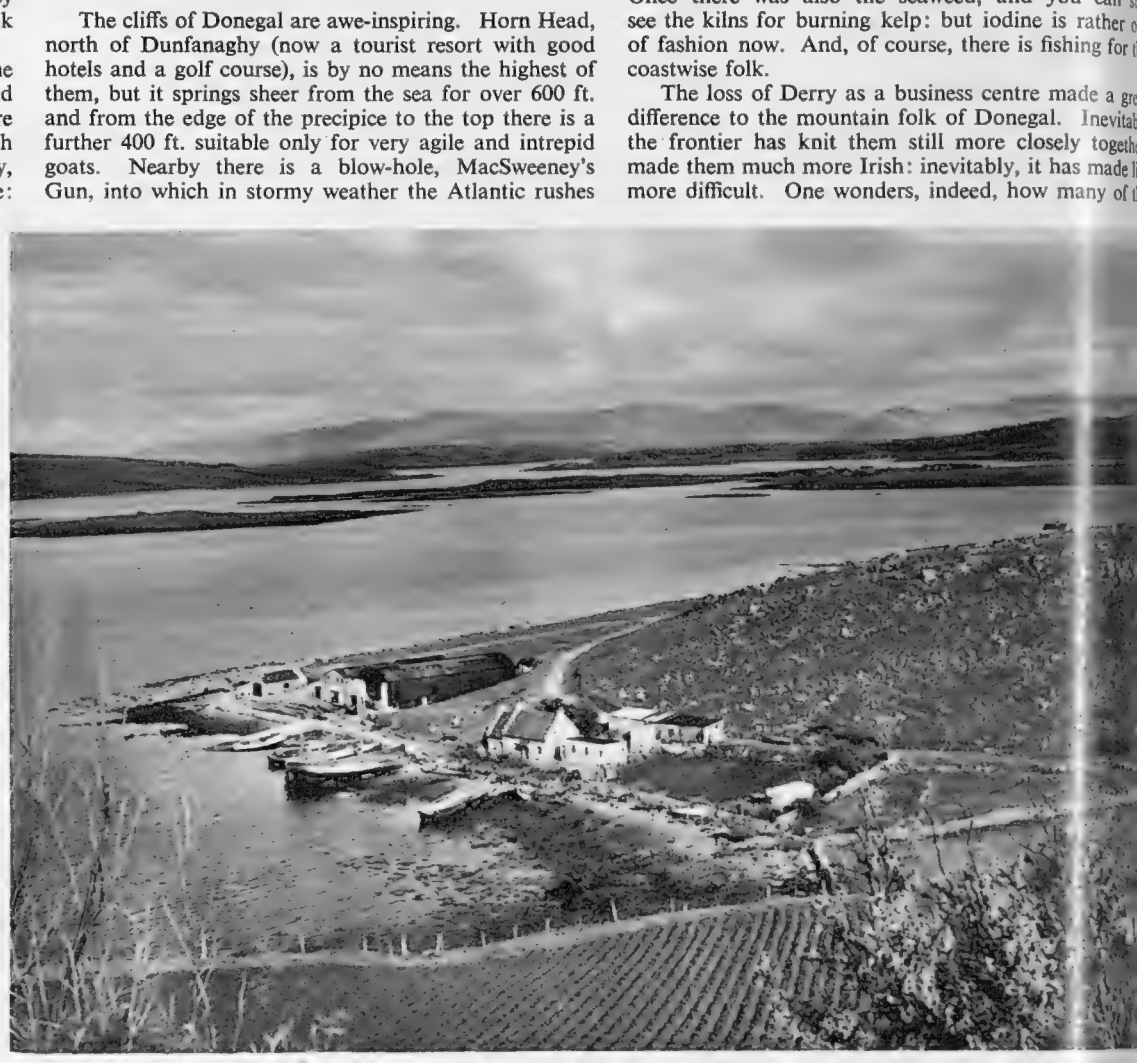
But Horn Head is dwarfed by Slieve League, a mountain which falls practically sheer for nearly 2,000 ft. to the sea. If that means nothing to you, think of Beachy Head and then multiply it by four. If you want a really exciting walk—and it is a walk and not a climb—I can thoroughly recommend One Man's Path from the Eagle's Nest (1,750 ft.) to the top. It really is worth the journey just to do it. On the one hand you have the fall to the sea: I do not know how deep the drop is on the landward side, but it looks an awful long way. One Man's Path, by the way, is just 2 ft. wide at its widest. However, it is nowhere less than 18 ins.

From the top you get a magnificent view of the wilderness of the Donegal mountains and back to the Mayo hills beyond Donegal Bay. The mountains form a crescent with its horns facing the sea, and enclose on their seaward side low land littered with great rocks (some of them as big as cottages) and pierced by great arms of the sea; arms as calm and peaceful as the country around them is wild and savage. Sheephaven has sands as golden and smooth as any in Britain and wooded Milford Lough is as peaceful as any Thames backwater. Only the ruins of Doe Castle, the stronghold of the MacSweeneys, who were notable pirates, reminds you that these sheltered seaways once sheltered violent men.

Of the mountains Slieve League in the south and Errig (a white-topped pyramid and the highest point in Donegal in the north are the best known. Errigal is the one y always notice because of its shape and colour, but it the massive hog's-back of Muckish Mountain, some 300 lower, which really dominates the northern horn of crescent. Away from the coast this is high, heathe upland country with, every now and again, a mo impressive outcrop of naked rock.

This mountain country is the real Donegal. It is li the Scottish Highlands at their wildest, but it is infinite harder, much more menacing. This is not the count of the tourist, but a land of poor soil and harsh weath of small hamlets and smaller farms, of tough men (wi look tough) and tougher women, who do not look tou at all. This is country which has not changed; count which nothing can change. The farms are small fam concerns—a couple of cows, a horse, a few sheep and good many hens—and the hamlets are also fam concerns. It would be difficult, I think, to find a hami boasting more than two surnames. The or other industry is the weaving of the famous Donega tweed, which is still very much a cottage industr Once there was also the seaweed, and you can st see the kilns for burning kelp: but iodine is rather o of fashion now. And, of course, there is fishing for t coastwise folk.

The loss of Derry as a business centre made a gre difference to the mountain folk of Donegal. Inevitab the frontier has knit them still more closely togeth made them much more Irish: inevitably, it has made li more difficult. One wonders, indeed, how many of t



IN THE NORTH-WEST CORNER OF IRELAND: The general view over Milford Lough is looking inland from the se *On left*—Horn Head rises sheer from the sea for over 600 ft. For a landsman the rounding of Horn He in a four-oared curragh is an adventure comparable to rounding Cape Horn in a sailing vessel. It is a wild plac

farms manage to support the number of people they d Most of them could not do so were it not for the mon from England and America.

Donegal, even more than the rest of Eire, is a la of contrasts and contradictions. In the big cities of Ei you will occasionally come across a man wearing a re circle in his button-hole, the mark of a native Iri speaker. There is no need for teachers of the Iri language in Donegal. Here Gaelic is the common speec and there are old men and old women with no word English. There are, I am told, boys and girls with a word of English, too. But every young man and woma in Donegal—certainly in the Donegal highlands—i terribly anxious to speak English, to improve the English. In a country which is trying by every con ceivable means to make Gaelic the first spoken languag the most crying need in Donegal is for teachers of Englis

There is a great deal of anti-British propaganda i Eire, especially in the Irish language newspapers. T would seem to have very little effect, for the eyes of th majority of young men and women are turned towar England or America, and mostly towards England. Th southern Irish emigrate to England at the rate of 40,00 a year, and it seems to be the sole aim of every young person in the Donegal highlands to do so as soon a possible. They may all want a united Ireland—I thi they all do—but if they had it, they would still want t leave. They would want to do so for love of Irelan and family: to send the postal orders back each week It is for that reason that Irish will never become the fir spoken language. Money speaks louder than word

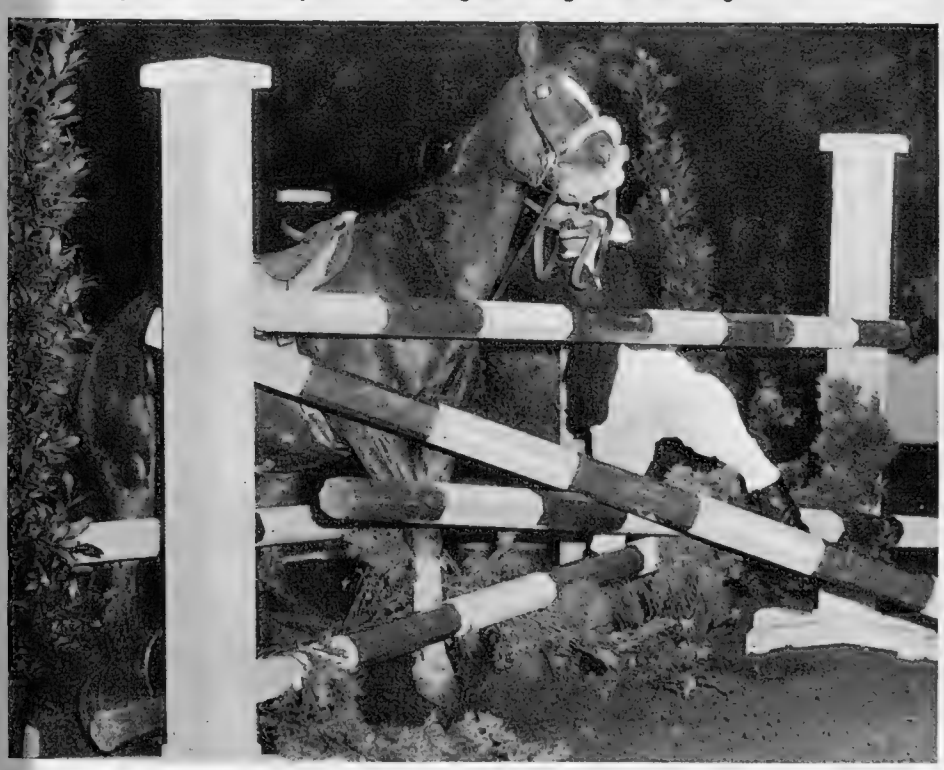
HORSE OF THE YEAR SHOW

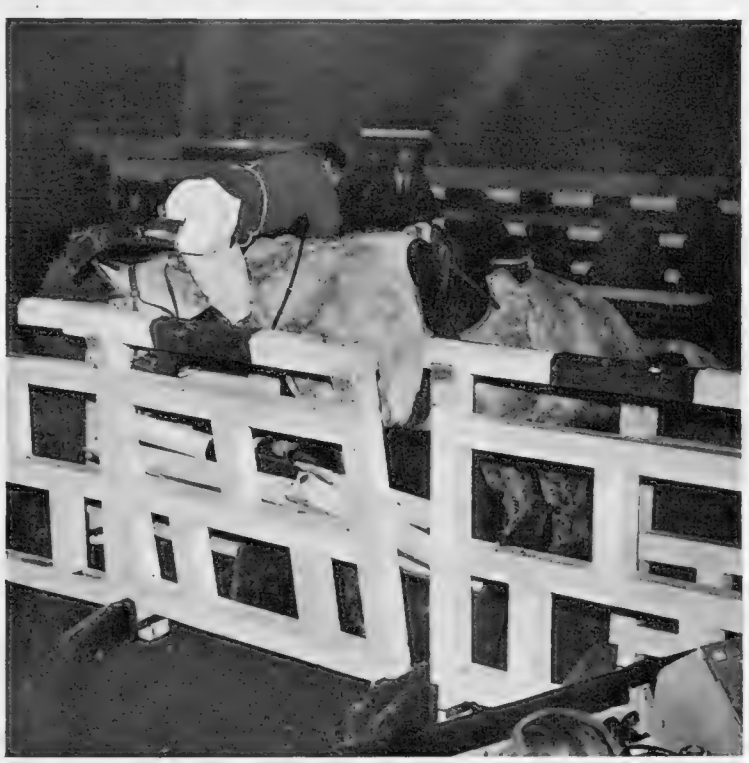
Keen Competition at Harringay Before Large Crowds of Visitors

AN UNEXPECTED SCENE IN THE HEART OF BUSY LONDON: Interested spectators are gathered behind the railings of a makeshift practice ring which has been erected just outside the arena at Harringay to enable the riders taking part in the annual Horse of the Year Show to "loosen-up" before competing in the various events.

CONGRATULATIONS FROM THE QUEEN: Her Majesty has just presented the Jorrocks Cup, for the Show-Jumper of the Year competition, to Mr. Ted Williams, who won the event riding Mr. L. Cawthraw's Pegasus. The final section and jumping-off of the Show-Jumper of the Year competition was one of the highlights of this year's show. Mr. Payne's Galway Boy, ridden by Alan Oliver, finished in second place. A heavy week's programme was undertaken by both horses and riders. Much interest was focused on the Foxhunter Championship, one of the early events in the show. For this championship, some forty horses and riders, the survivors of nearly 1,200 competitors in the numerous Foxhunter events which have taken place all over Britain during the season, met at Harringay. The event was won with two clear rounds by the five-year-old Lucky Sam, owned and ridden by seventeen-year-old Miss Anne Barker, from Yorkshire. Alan Oliver was second on Red Link with four faults in a three-cornered jump-off. Miss S. Harker's Ebony X was third. Throughout the week members of a Royal Army Service Corps working party were in attendance to set and change the courses for the various events. Their smartness and speed came in for a great deal of praise.

THE PONY CLUB MOUNTED GAMES CHAMPIONSHIP: The young riders are galloping round a post, to which are tied balloons, during a round in the mounted games. This was the first time the championship had been held at the Horse of the Year Show. It was inaugurated at the suggestion of the Duke of Edinburgh. The championship takes the form of a team contest in which members of Pony Club teams compete in various games designed to encourage the handiness and activity of both ponies and their riders.

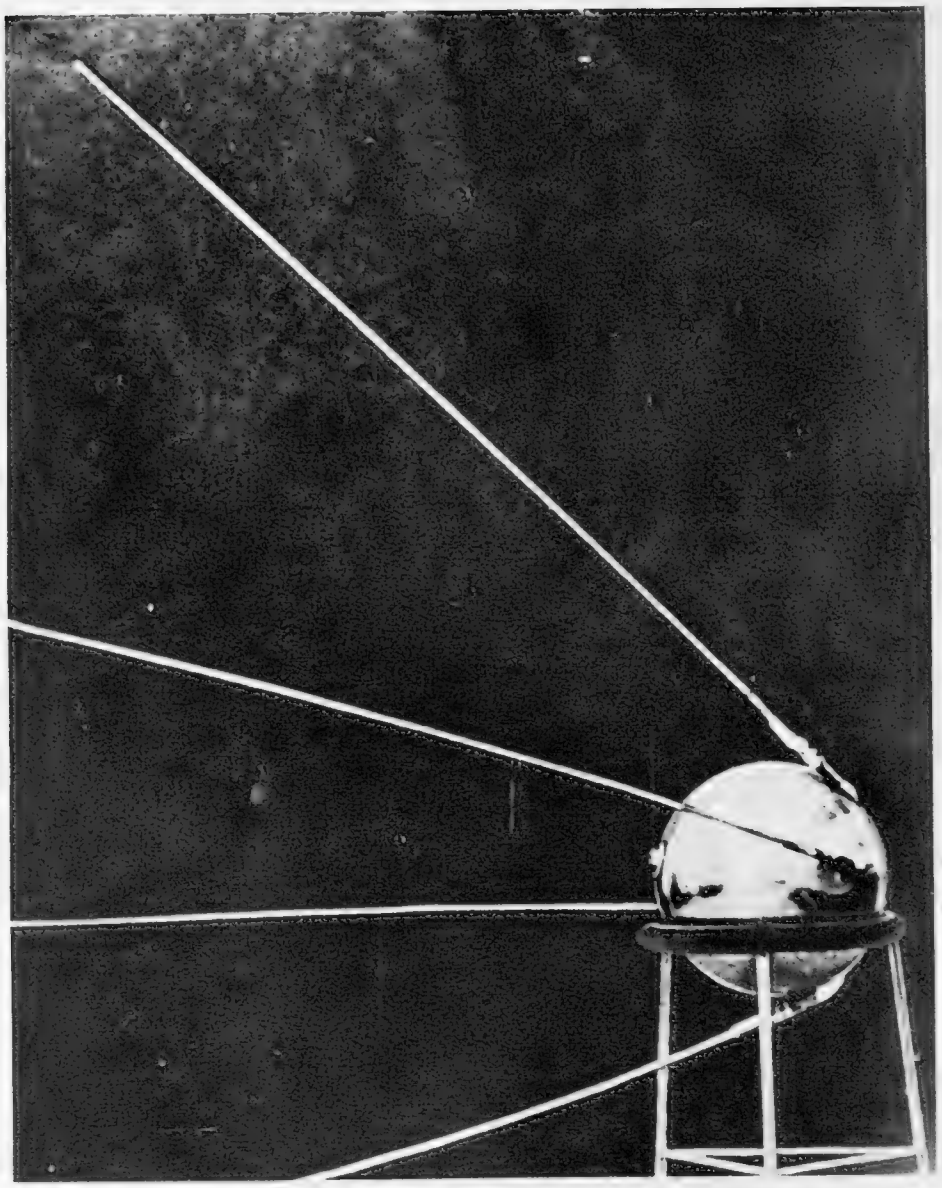




TWO RIDERS COME TO GRIEF AT HARRINGAY: *Left*—J. Lanni holds on to the reins of Huntsman VI after the horse became entangled with the bars at one of the jumps during the Beaufort Stakes. The first section of this event was won by Mr. Lane's Trueman II, with five horses equal second. The first place in the second section was shared by three horses. *Right*—D. Iggulden falls into a fence after being thrown from No Tricks, who refused the jump during the Overture Stakes.

From Earth to Or

World-wide Interest is Focussed on the Successful Russian
Satellite and on the Forthcoming Venture by the Americ



RUSSIA'S MAN-MADE EARTH SATELLITE: This was the first official picture to be released showing the satellite resting on a stand before being launched by rocket into space. It was soon being described as the "simplest kind of baby moon."

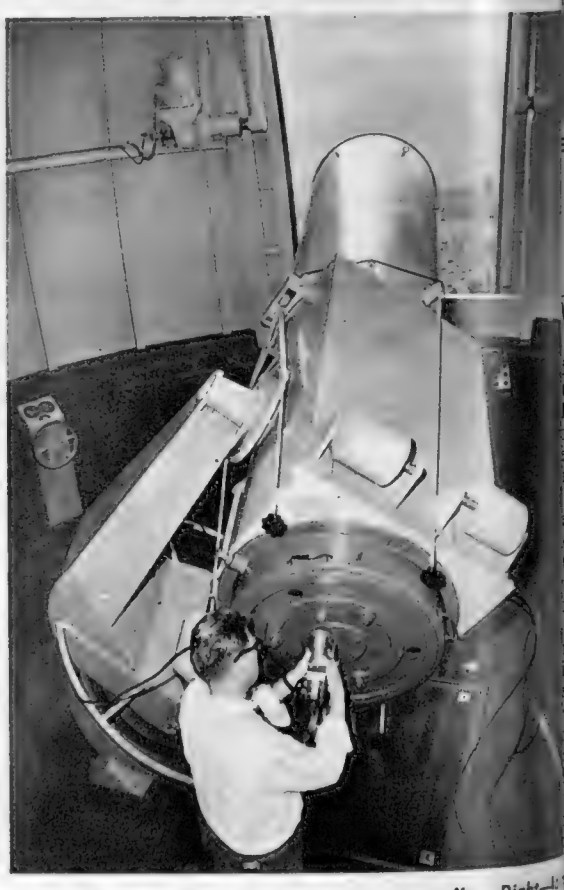
On right—

AN EXPLANATION IN WASHINGTON: Dr. A. A. Blagonravov, leader of the Russian delegates to the International Geophysical Year Conference on rockets and missiles, draws a diagram during a discussion with fellow-scientists concerning the launching of the first satellite.

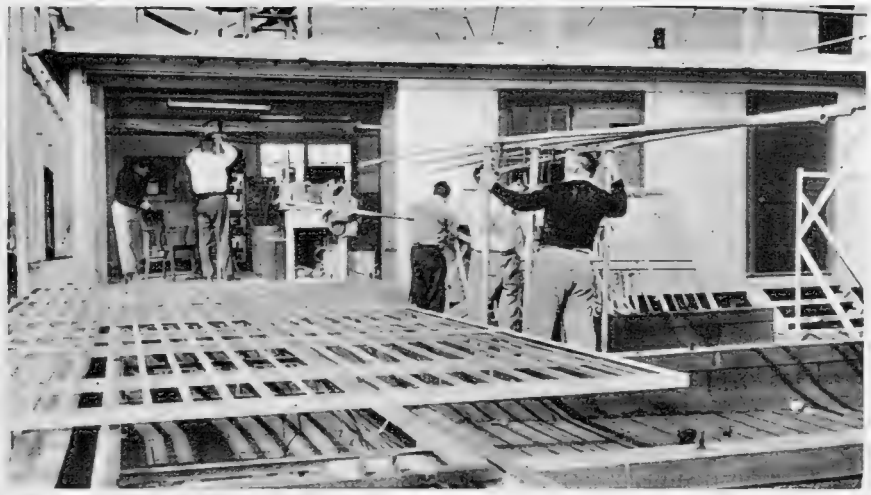
COMMENT IN MOSCOW: Mr. Khrushchev speaks in Moscow to two Conserv bers of Parliament. They are Captain Henry Kerby (Arundel and Shor Mr. Cyril Osborne (Louth). The Russian leader spoke about Russia's achievements and said: "Our inter-continental ballistic missile shows that it is no good sending human-controlled machines against missiles, for the age of the bomber is over." In Russia it has been stated that the satellite was launched with the aid of a carrier rocket with powerful engines operating in different thermal conditions.

On right—

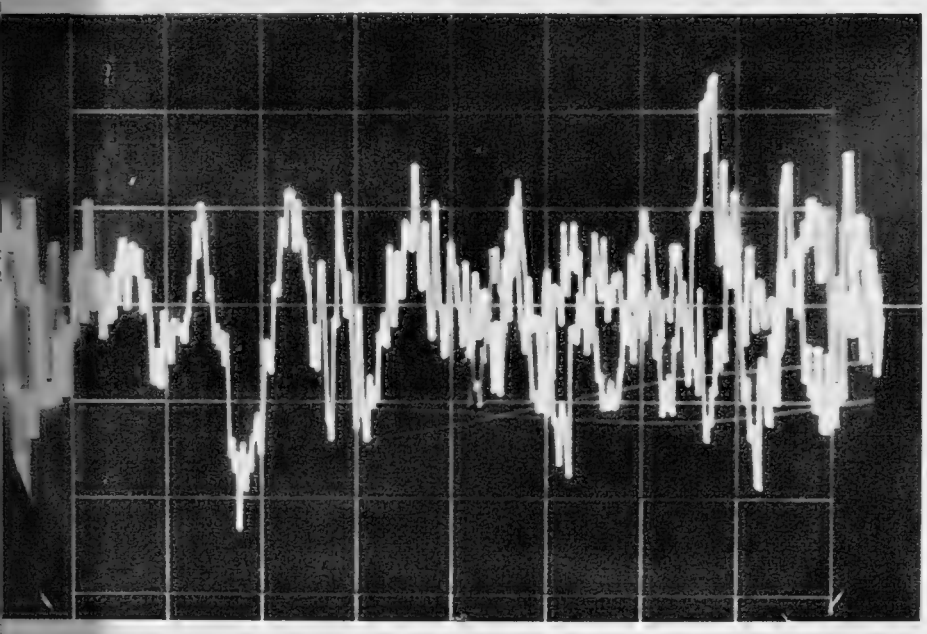
THE SCIENTIST BEHIND THE SATELLITE? Peter Kapitza came to Britain from Leningrad in 1921 and was trained at Cambridge University. In the middle 1930's he went back to Russia for a holiday but never returned.

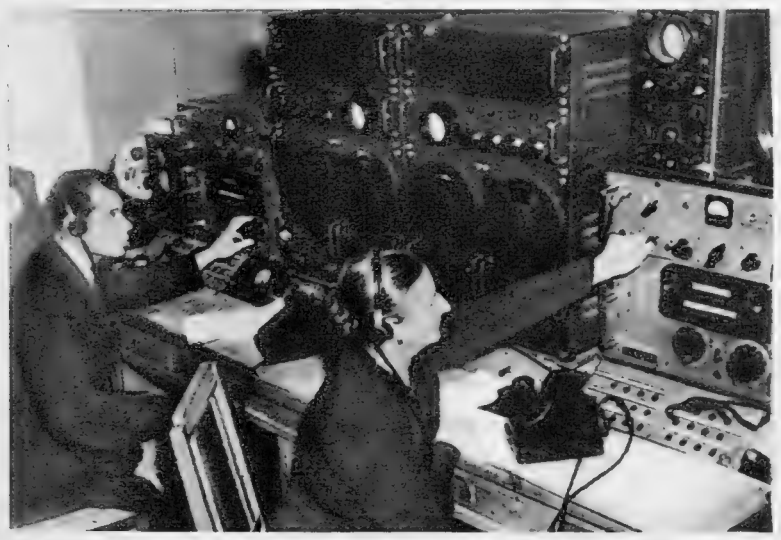


LOOKING UPWARDS: *On the left* is a long-exposure photograph showing the track of the Russian earth satellite as it passed over Melbourne, in Australia. *Right*— Observatory at Hurstmonceux, in Sussex, Dr. O. J. Eggen, Assistant to the Astronomer Royal, prepares one of the six telescopes through which an attempt was to photograph it. As the satellite continued on its rapid journeys round the earth observers throughout the world looked upwards to see it flash acr



GREAT ACTIVITY IN THE UNITED STATES: Scientists and technicians at the Naval Research Centre in Washington, prepare their equipment to chart the course of the satellite. *On left*—Members of the Argonne National Laboratory Club, Chicago, look through special "satellite scopes" as they scan the horizon in search of the satellite.

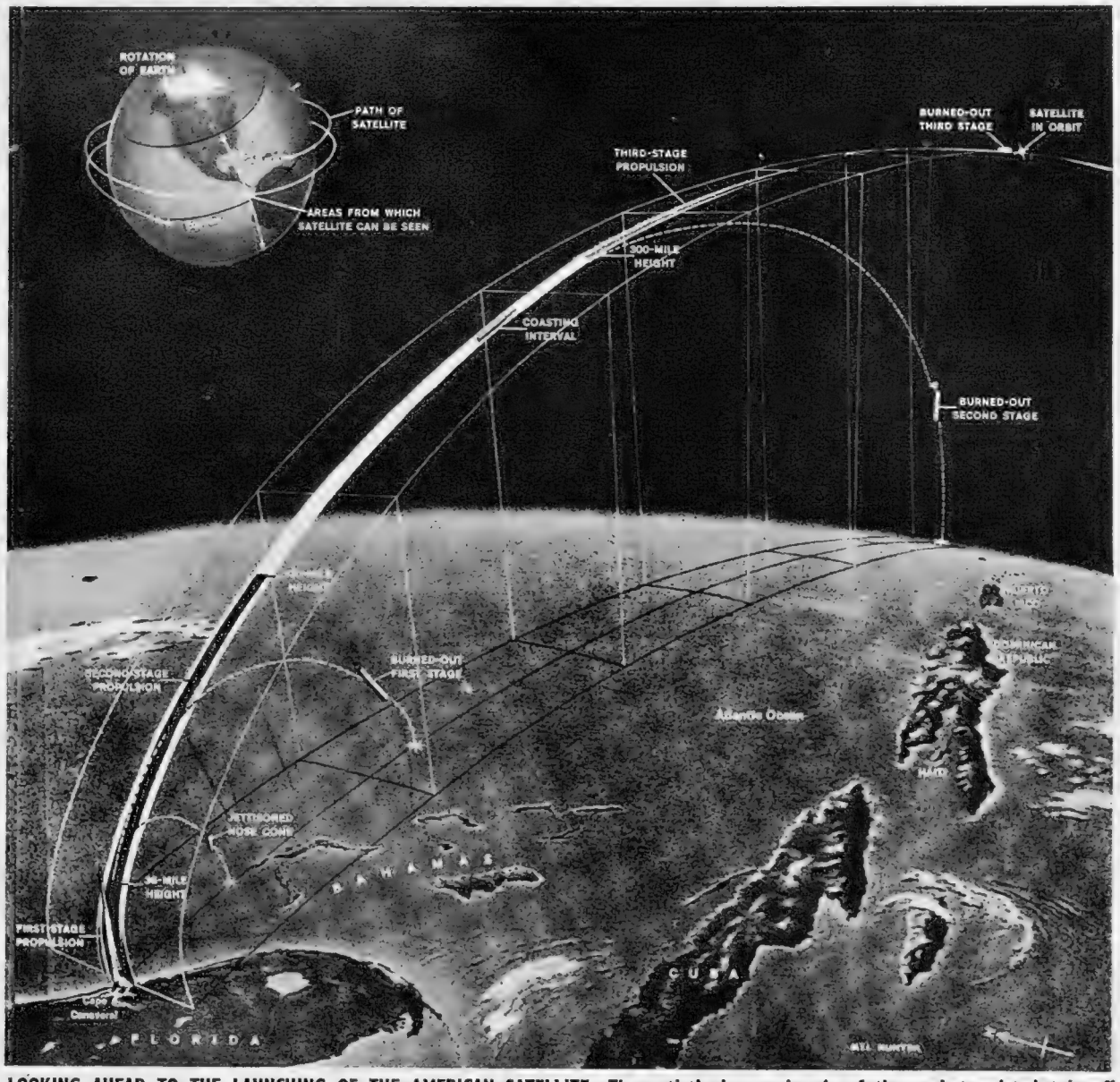




IN RUSSIA AND ENGLAND: Radio operators in Moscow listen for the signal of the satellite. *On left*—This is the pattern of the signals sent out from the satellite as recorded at the B.B.C.'s receiving station at Tatsfield, Surrey.

Y SAW THE SATELLITE OVER EDINBURGH: Dr. H. E. Butler, Principal Scientific Officer at the Royal Observatory at Edinburgh, and Dr. V. Reddish, Lecturer at the University, said that they had seen with the naked eye either the satellite or part of the rocket boost.

While the rest of the world speculated about the successful launching by the Russians of first man-made earth satellite, Moscow Radio d the Soviet newspaper *Pravda* disclosed ther details of the venture. By Wednesday last week, five days after the launching, it was own that two other objects as well as the ellite were circling the earth. They were the al portion of the carrier rocket which launched projectile, and the protective cone which elded the satellite as it soared into space. other disclosure was that the satellite had, in t, also transmitted code signals giving tem- atures and other information. The rocket ost had been fired vertically. At the time of ting, however, there still appears to be some nfusion (at least outside Russia) of the actual ght of the satellite. The first reports that it s several times heavier than the projectile being pared by the Americans were unconfirmed, nough Dr. A. A. Blagonravov, a Russian ket expert, said that the weight of 184 lb. was efinitely correct." In the United States Presi- nt Eisenhower spoke about the American ject to launch a satellite as part of the Inter- ional Geophysical Year. He said that he nsidered "our country's satellite programme ll designed and properly scheduled to achieve scientific purposes for which it was initiated."



LOOKING AHEAD TO THE LAUNCHING OF THE AMERICAN SATELLITE: The artist's impression is of the rocket-assisted take-off. It shows the three stages of the group of rockets as they soar upwards and separate until the satellite is finally ejected into orbit. America's first fully-instrumented satellite has been planned for launching in March of next year.

The World of Books

A Spate of Autumn Reading

Sir Compton Mackenzie's "Bitter Farce"; a new Henry Williamson; a Variety of Novels; the American Scene; and a Novel of Life in Russia

SUCH is the vigour and vitality of the autumn publishing season that to give readers as comprehensive a picture as possible I will comment as concisely as I can on as many of the new novels as space permits. Sir Compton Mackenzie heads the book list with ROCKETS GALORE (Chatto and Windus. 15s.), which he describes as "a bitter farce" and which is a witty and extremely acute comment on one of the least attractive of Government traits: the seizing of beautiful country regions in order to establish experimental grounds for a number of very disagreeable missiles. Funny and, like many acids, penetrating. SPINSTERS UNDER THE SKIN (Heinemann. 15s.), by Mrs. Anne Piper, displays much of the same qualities, for here is another writer whose sense of humour may colour her story but who has something definite to say and says it with style and conviction. This tale of two deanery daughters in and out of love in a highly contemporary manner has pathos but, more, it has wit.

THE GOLDEN VIRGIN (Macdonald. 16s.) is Mr. Henry Williamson's new novel about a young man and his sometimes rapturous, sometimes agonising development of mind and spirit during the First World War. It always seems too long between Williamson books which, I suppose, is as complimentary a thing as one can say of any writer, and the present one, with its deeply serious tone but its grace of touch, is as satisfying as its predecessors. CRY INNOCENCE (Cassell. 16s.) has a sombre theme: a woman and a girl lying in a small Kentish hospital, one terribly injured, one on the verge of insanity and both half-dead while their friend, an old doctor, traces the lives that have led them to this night. Miss Joan Medhurst handles her subject with something better than sensitivity though—a clear and forceful story sense which is rare enough to be hailed when it does appear.

SUMMER IN RETREAT (Macgibbon and Kee. 15s.) shows Mr. Edmund Ward having some slightly solemn fun with the idea of a young artist revisiting his home town to do some solid painting and to prove to himself that a five-year period racketing about in London garrets has made him a wiser and more sober man. Red brick setting, both architecturally and socially.

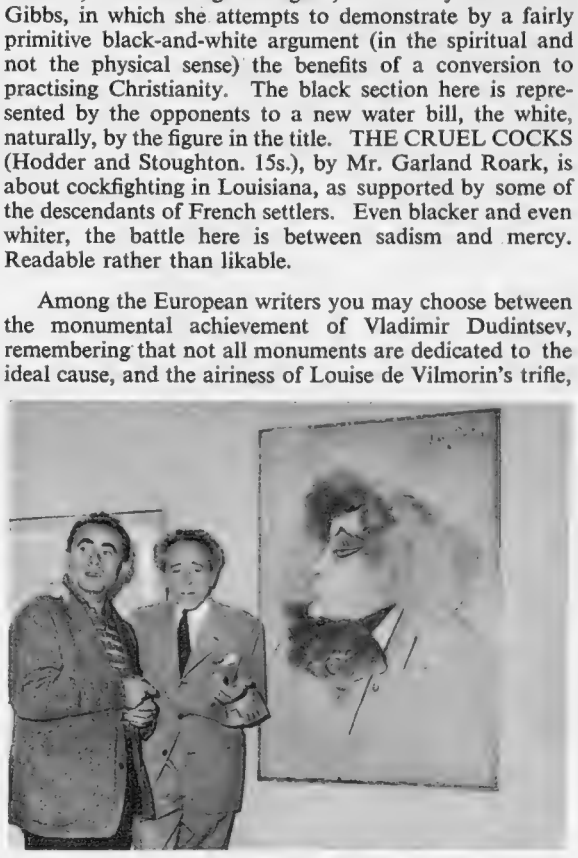
The next two novels are stories of action and, specifically, war stories. ALL OF ONE COMPANY (Hodder and Stoughton. 16s.) deals with an Arctic convoy, that most hazardous, most consistently painful aspect of the last war's face. Mr. Donald Moore has written it from first-hand knowledge and his book reflects the endurance and superb courage that, as much as engines or navigation, got the men and the ships to Russia at the height of the U-boat threat. In TIN ARMADA (Cassell. 15s.) Mr. David Satherley and Mr. James Whitehand (writing as "Satherley Whitehand") have told the story of the men in Tank Landing Craft whose training and trials by fire were leading up to the Dieppe raid, that costly rehearsal for the invasion of France.

The American contingent opens with Mr. James Cheever's study of an old river town in Massachusetts, which had been an inland port and, at the time of the telling, is the kind of backwater in which eccentrics flourish most prolifically. THE WAPSHOT CHRONICLE (Gollancz. 15s.) is a real piece of Americana; a book that has real richness, that is often bawdy, often sentimental, sometimes very amusing and the unmistakable product of the country of its origin. THESE THOUSAND HILLS (Hutchinson. 15s.) is a novel of the American North-West. Mr. A. B. Guthrie shows us Montana in its harsh contrasts of hot summers and searingly cold winters and he shows it, too, in that period of transition during the 1880's when the land to the west, California and Oregon, had already been settled and pioneers were turning back to the east or to the north. I found this novel moving because of its sincerity and its purpose. The picture it gives of the growing, shiftless towns and the country of bleak but beautiful open ranges is unforgettable.

A HOUSEFUL OF LOVE (Gollancz. 13s. 6d.) is in complete contrast: a lighthearted and rather exotic book by Marjorie Housepian about some splendid Armenian characters in New York and later in Council Bluffs, Iowa. Warm-hearted, funny and, as it were incidentally, telling one a great deal about the ancient history of the Armenian people. LETTER FROM PEKING (Methuen. 12s. 6d.) has another version of the faraway look. This is a novel by Miss Pearl Buck and is concerned with a marriage between American and Chinese people, their descendants and the many subtle problems which fundamentally affect their lives. The story opens in Vermont when the American wife receives the letter of the title. It develops to show a situation in which a man and woman, deeply loving and with a very real respect for each other, may be separated for the least obvious but still the most profound of reasons.

Three kinds of conflict are expressed in the next three novels from the United States: military war as one has come to understand it, political war and the perpetual struggle between compassion and savagery. THE BIG WAR (Hamish Hamilton. 18s.) has many and rather self-conscious implications but it is, essentially, a story of the American marines fighting in the Pacific. They use their heads, they use their guns, they love and they lust and the result is a great big book by Mr. Anton Myrer which more than once strikes one as wordy and more than twice gives one pleasure. THE DEAN (Hodder and Stoughton. 12s. 6d.) is something else again; a novel by Miss Willa Gibbs, in which she attempts to demonstrate by a fairly primitive black-and-white argument (in the spiritual and not the physical sense) the benefits of a conversion to practising Christianity. The black section here is represented by the opponents to a new water bill, the white, naturally, by the figure in the title. THE CRUEL COCKS (Hodder and Stoughton. 15s.), by Mr. Garland Roark, is about cockfighting in Louisiana, as supported by some of the descendants of French settlers. Even blacker and even whiter, the battle here is between sadism and mercy. Readable rather than likable.

Among the European writers you may choose between the monumental achievement of Vladimir Dudintsev, remembering that not all monuments are dedicated to the ideal cause, and the airiness of Louise de Vilmorin's trifle,



"COLETTE," BY JEAN COCTEAU: The distinguished painter, author and film director (and member of the French Academy since 1955), discusses his portrait of the late French novelist with film director Henri-Georges Clouzot (extreme left). The portrait, reminiscent of the work of Henri de Toulouse-Lautrec, was shown at an exhibition of Cocteau's paintings, being held at Nice.

which it is really quite difficult to review with the word sophisticated. NOT BY BRE (Hutchinson. 18s.) has been translated by D and is in the exact sense of the word an document, informative, naturally biassed, and yet curiously gripping. Madame d LOVE STORY (Collins. 10s. 6d.) is what its on a meticulously heartless level. It is mildly whatever is the French for "slick." The Mr. Francis Wyndham is impeccable but t product of the head and the other of the Maria Remarque's novel has been transla German by Mr. Denver Lindley. THE BLAC (Hutchinson. 15s.) reverts, as far as its setting to its author's earlier reputation but its m traces of his long American stay. This is ab in the inflation period after World War I and ably well observed, cynical, fond and altoge

SCHLOSS FELDING (Chapman and H tenderly made reconstruction of a period ra historical novel. Miss Edith de Born write girl's infatuation with the man who is her host at a castle in Austria and their ephemer romance is described with delicacy. The value though, is entirely in its exact evocation of of life quite evidently well known to TOLBECKEN (Bles. 15s.) is the last book Dr. Samuel Shellabarger who had a scholarly way of dealing with the past. This is the American family descended from the earliest finding at the turn of the nineteenth century th for the first time, learn to compromise with the Compact and, on the whole, cosy stuff.

COUNT ROLLERSKATES (Cresset Pr more ambitious in scope, being Mr. Thom romantic, Rabelaisian and oddly factual a man's highly-coloured career in New Orleans years ago. A good deal of this is tough goi its tender moments and the advantages tha story-teller can bring to his work. WHY, WHY? (Michael Joseph. 13s. 6d.) is by Mi D'Oyley and is based on the life and death of the soldier involved in the Benedict Arnol executed at Washington's orders. The recons been scrupulously done but it is the author's and even affection that illuminates the book.

Mr. Robert Payne is another whose w through with his profound feeling for his sub RED JADE (Heinemann. 18s.), based on c Peking in the late eighteenth century, is quite effortlessly erudite and, just as important to effortlessly readable. HERE LIES MARG and Windus. 15s.) is Miss Pamela Hi's story o who was daughter to Emperor Maximilian successively to the Dauphin, to the rince of to the Duke of Savoy in the early sixteenth c amazing tale, judged solely on historical fact author recounts it, a very human one. I QUEEN (Constable. 18s.) gives, at almost length, Miss Elizabeth Byrd's detailed, symp necessarily familiar account of the life of Mar Scots, another regal figure who was alternat and a presence in the dangerous game of mon

Ver

Venezuela

The Modern Eldorado

In 1810 Venezuela, the land which Columbus had first sighted when he approached the American mainland, made its bid for nationhood when it rose against the Spanish, and by 1821, the independence of the country was proclaimed. Later constitutions in 1908, 1936 and, particularly 1947, paved the way for a state that has engaged itself deeply in public welfare. The political birth pangs of Venezuela have been long and terrible, and the stormy rule of Cipriano Castro and the authoritarian governance of Juan Vicente Gomez will never be forgotten. They spanned a third of a century and at the end of it Venezuela, the little Venice of Alonzo de Ojeda, advanced from the feudal to the new age. It is with this THE NEW ELDORADO (Robert Hale. 18s.) that Edward Ward deals so ably in his new topographical book. The state, with the discovery of oil four decades ago, took on an entirely new look, and has since gone from strength to strength. The speed with which Caracas, the old Colonial town in the highlands, is being transformed into one of the most modern capitals in the world, is not the least of the Venezuelan miracles. The "iron mountain" that meets the failing iron ore resources of the United States is only one of Venezuela's sources of wealth. Oil is perhaps the greatest source, and on this is based the whole forward-looking economy. Mr. Ward is a most enthusiastic guide to this new Eldorado. Caracas, he says, may be the shop window of Venezuela, but extensive travels through the country have shown that there is plenty in the shop as well. This is an exciting, stimulating country, where rivers are dredged over vast distances to make the way for the passage of great ships, buildings are put up with lightning speed, and the poorest immigrant can, in a year or two, win himself a fortune through sheer hard work and enterprise. Of course the Government is a form of dictatorship, but at least it sets its sights high, and there is much to boast about credit side, even if this is no home of freedom loving South America.

It was Andrew Boorde who called London city, a city which excelleth all others; for Cons Venice, Rome, Florence, cannot be compared This "high-flung" claim by one of Henry V cians we are asked to believe may seem mere bo and with that Oliver Lawson Dick and Rob proceed to show us in all its glories THE V CITY (Hutchinson. 63s.). This is a most eleg book, calling upon contemporary engravings vanished loveliness of London, and no one wi a moment that with its temples and palaces, c gardens it was a place of many magic, unrivalle But the authors handle the whole brave t manner that belittles the London of to-day. mistake, for in "the great wen" there is s comment upon, a great deal to love, and we sh the past glories in true perspective. This failure i mars an otherwise most important and interes

A multi-racial society inevitably presents that are unique and difficult of solution; on hand, it is bound to be colourful. Genesta understands the varied pattern of Zanzibar as understand it, a place where Arabs, Indians, and native Africans jostle one another in the markets, and piracy and missionary zeal loo each end of the moral scale. Against this ba

A WHIG PEER

n PORTRAIT OF A WHIG PEER (André Deutsch. 30s.) Mr. Brian Connell has been unfortunate in subject. His industry and meticulous care with erences deserved better material than "Pam's" her supplied. For Henry, Lord Palmerston (1739-1802) s a mediocrity with a dull mind, lacking originality and mour. He seemed fated to make a bathos of all he ched, even to illicit love-affairs. He arrived in Paris n after the debacle of the flight to Varennes and had entrée to the Assembly. But all he could make of two iting months was a catalogue of restaurants and plays l emigrés' works of art offered for sale—all guide-k stuff. His estimates of famous people are con-tional and second-hand. The best of the book is topographical interest, the provenance and improve-nt of Broadlands, their costs and its upkeep; and vast bulk of papers drawn on would have boiled wn to an interesting and valuable local guide-book. e chief art of the editor is the stern task of selection l rejection, and Mr. Connell must share with Lord merston the just accusation of lack of humour. e "funny" anecdotes collected and cited should have n incontinently burned. Lord Palmerston had some hful friends and he was lucky in his wives. Both med to have admired him, and the second, Mary e, "Pam's" mother, does something to brighten the respondence towards the end. But 460 pages and . are all too much to expend on the *recognita* of nry Temple, who, "preserving a perfect blue eye to last hour of his existence, shaded by the finest lashes," used that eye to little purpose. The very erences and bibliography, worthy of State papers, m to catch the infection of Labour Lost. Mr. Connell arly deserves to fly at higher game.

FIRST BISHOP OF THE ARCTIC

RCHIBALD THE ARCTIC, by Archibald Lang Fleming (Hodder and Stoughton. 25s.), is the auto-graphy of the first Bishop of the Arctic, a proud signa-e. It is the story of a man who forsook all to follow rist to the icefields of Baffin Island and to make his among the Eskimo. He had completed his apprentice-p in a great Clyde shipyard and was just about to p his reward when he heard and answered a second l. He did not hesitate, facing even bitter criticism m his friends. "Anyone can be a missionary," they ured him! What he suffered in perils, privations, d, hunger, loneliness, was made up to him in peace mind and the love and trust of the Eskimo and of whose business lay among them. As a tale of breath-s adventure and superhuman endurance, the book is rthy to stand beside Scott's last journey. But Flem-'s journeys, the Foxe Channel expedition in particu-—calling for little less endurance—achieved more vious and wider good. The Eskimo still bear testi-ny to that. He "wrote a page in the history of nada"; he brought faith, hope and health to the ctic. Charity he found already established there. It ld warm and lighten even life in an igloo. And if rity could achieve that miracle, it is indeed a virtue ater than faith and hope. And when his health broke wn at last, he was persuaded to tell his story, and did so with all the simplicity and humility and lack sensationalism of a country parson's records of an glish parish. His great adventure is a book to keep l recommend and re-read, for it cries aloud to a ic world that faith still lives and the spirit of man unconquerable. It is written, moreover, in the lucid le of the prose of action. **John Gore**

dy Hamilton has written the story of the PRINCES ZINJ (Hutchinson. 21s.). For more than a century rulers of Zanzibar left the Government to local kims, and the first Sultan to take up residence there was d, who arrived there in 1828 and subsequently greatly ended his influence on the African coast. This is not pretty story and cruel treachery and blood-lusting lence seem to be never very far away; but somehow it counterbalanced by the simple virtues of Arab civilisa-n, and there is a great deal to admire in what happened ore and after the British Protectorate in Zanzibar.

FAMOUS MOZART OPERAS (Robert Hale. 35s.) been designed by Spike Hughes as a companion or lytical guide for the opera-goer. For the most part . Hughes assumes that his readers have quite a degree musical knowledge, and he then leads them on to v realms of appreciation. Over 340 musical illustra-ns are included in the text.

Two books of special naval interest are RAMSAY WAR (William Kimber. 18s.), by David Woodward, BRITISH BATTLESHIPS, 1892-1957 (Putnam. .), by Commander Randolph Pears. Mr. Wood-rd's biography of the fighting life of Admiral Bertram msay covers some of the great amphibious operations Europe and North Africa from Dunkirk to D-Day. s a thrilling record of a great man of action. Com-nder Pears's book, although packed with facts, figures l illustrations, sketches in also the tactical background battleship development, and there are many lighter ches reflecting life afloat through nearly seven decades.

R. C. E.

A RECORD OF OPERATIC ACHIEVEMENT

THE CARL ROSA COMPANY'S PRODUCTION OF "BENVENUTO CELLINI": The principal singers (from left to right, in the foreground) in this production are Estelle Valery as Teresa, Charles Craig as Benvenuto Cellini, Frederick Wood as Pompeo, John Faassen as Fiermosca and Pauline Allen as Ascanio. The Carl Rosa Opera Company has been producing operas in English for over eighty-two years. To-day, it is still touring in many parts of Great Britain.

A STAGE WITHIN A STAGE: In Berlioz's first opera, *Benvenuto Cellini*, a mime play is held during the Carnaval Romain scene. *Benvenuto Cellini* was added to the repertoire of the company in April of this year and it may well become as popular as Wagner's *Tannhauser*.

A DRINKING SCENE IN "BENVENUTO CELLINI": The opera had not been performed in this country for over a hundred years, when the Carl Rosa company revived it earlier this year at Sadler's Wells. It was first played at Covent Garden in 1853, under Berlioz's direction.

A LEADING TENOR: Charles Craig wears a magnificent costume for his rôle as Benvenuto Cellini. The story of this fine opera is set in Renaissance Italy.

A PRIMA DONNA FROM NEW ZEALAND: Estelle Valery sings Mimi in *La Boheme*, Marguerite in *Faust*, Antonia, and the Doll in *The Tales of Hoffmann*.

A POLISH SOPRANO: Another of the Carl Rosa's prima donnas is Krystyna Granowska. One of her chief rôles is Elizabeth in Wagner's *Tannhauser*.

TONIO IN "I PAGLIACCI": Joseph Satariano is the company's leading baritone. He also sings the name part in *Rigoletto* and Dr. Bartolo in *The Barber of Seville*.

The Carl Rosa Opera Company has been providing Great Britain with opera for eighty-two years; last month it celebrated its eighty-second birthday with a performance of Puccini's *La Bohème*. This was a considered choice, for the company was the first to introduce the works of the Italian composer to this country. The company was formed by Carl Rosa in 1875, with the object of producing opera in English, in Great Britain. It has presented English versions of most of the great Italian, French and German operas. However, the company has not entirely specialised in foreign music (if music can ever be called foreign); around the turn of the century Carl Rosa himself commissioned new works by British composers, one of whom was Dr. Sir Charles Stanford.

To-day the company continues to bring opera to Great Britain. At the beginning of September it began its Autumn Tour under the auspices of the Arts Council. The company are appearing at Preston next week and from there go on to Bradford, Wolverhampton and Nottingham. The repertoire with which they are touring consists of *Carmen*, *Rigoletto*, *La Bohème*, *Tannhäuser*, *The Barber of Seville*, *The Tales of Hoffmann*, *Cavalleria Rusticana*, coupled with *I Pagliacci*, and finally *Benvenuto Cellini*, which is rarely performed in this country. Incidentally, the Carl Rosa's production of Berlioz's first opera—*Benvenuto Cellini*—and the recent version of *The Trojans*, given at Covent Garden, must virtually constitute a revival of this French composer's works in Great Britain.

The singers of the company include several who were born abroad, including Estelle Valery, who comes from New Zealand, Krystyna Granowska from Poland and Joseph Satariano, a baritone from Malta. Mr. Satariano was trained in Italy and made his début in Milan playing in *I Pagliacci*. He has sung in many of the principal opera houses of Italy in over sixty different rôles. He joined the Carl Rosa company shortly after he had come to England in 1938. He and John Myrrdin are now the longest-standing members of the company. Mr. Satariano's son recently joined the chorus of the Carl Rosa. Like his father he is a baritone.

THE NATIONAL BALLET AND DANCE THEATRE OF ISRAEL AT DRURY LANE: Next Monday, Inbal, the group of young men and women of Yemenite origin, who, eight years ago formed a dance group in Tel Aviv, are giving their first performance in London. Their programme contains modern Israeli dances and traditional works. Above: a scene from the Dance-Drama, *The Song of Deborah*, with Margalith Oved as Deborah calling to the people to serve the Lord and be freed from the onslaught of the enemy. The company was formed in 1949 by a Yemenite woman, Sara Levi-Tanai, who drew her artists from young Yemenite immigrants recently returned to Palestine. Her idea was to provide for the new State of Israel a dance theatre which could take its place beside the famous Habima Players and the Israeli Philharmonic Orchestra. Her achievement in so short a time is remarkable and Inbal is now recognised as the National Dance Company of Israel. Following their three-week season at the Theatre Royal, the company begins an extensive tour of the provinces.

DANCE—DRAMA AND COMEDY

New Productions on the London Stage

MODERN ISRAELI DANCES: *Above*—Moshe Levi makes a spectacular leap and, *on right*, Margalith Oved and Meir Ovadia, the stars of the company, combine in another modern Dance-Drama. Although the repertoire is representative of the whole of Israel the company is drawn entirely from the Yemenite people, who left Israel 2,500 years ago and were exiled in the south-west corner of the Arabian Peninsula until their return nine years ago. Inbal is the Hebrew word for "the tongue of the bell"—which gives music and colour to a dead shell.

ONE-WOMAN REVUE: Joyce Grenfell is seen above in two of her monologues which with songs and interludes by her pianist, William Blezard, provide a highly personal entertainment at the Lyric Theatre, Hammersmith. Miss Grenfell inevitably invites comparison with the late Miss Ruth Draper. Her range is more limited but her collection of Kensington, suburban and cockney women provides some vivid and highly amusing characterisations.

***On left*—A SCENE FROM WALTER HASENCLEVER'S "MAN OF DISTINCTION" which started its London run at the Princes Theatre last Thursday. Anton Walbrook as Hugo Mobias (the "man of distinction") squares up to Peter Bull as Captain Von Schmettau. In the background are Neil Wilson, the policeman, and Moira Shearer as Lisa Compass, who is refereeing the fight. *Man of Distinction* was first produced in this country at this year's Edinburgh Festival. Its author, Walter Hasenclever, was a Lutheran German who fled to France after publishing anti-Nazi writings. When the Germans entered Paris he committed suicide. The story tells of the adventures of the "man of distinction" who lives by exercising his masculine charm on romantic-minded women.**

New Power for a Nuclear Planner

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

NO feat of British engineering in recent times has ever received as much concentrated publicity as Calder Hall, and the designs for nuclear power stations that have followed it, displayed in models and cut-out drawings, have become vaguely familiar to the public long before they will actually exist. Nobody would pretend that the average man has much idea about how the nuclear stations will work; but, ironically, he may by now have more idea about how they will work than about how a conventional power station does work. The difference, admittedly, is simply a matter of prestige. But prestige is not without its influence in industrial planning, particularly when the Government takes a hand.

In common with other nationalised industries, Britain's electricity supply industry is at present under instructions to cut its capital expenditure over the next two years; moreover, higher interest rates have made projects requiring exceptionally heavy capital investment automatically more expensive. Now a nuclear power station at present costs about three-and-a-half times as much to build as a coal or oil power station with the same output. And it is only by quoting the lowest possible interest rate upon this very heavy investment that one has been able to come out with nuclear electricity costs in roughly the same range as those of a modern conventional station. Strict commercial logic, therefore, might suggest that when electricity's capital spending is cut and capital becomes more expensive to borrow, the nuclear power programme might be an early candidate for revision. But it is not easy to believe that either the Government or the electricity authorities will be prepared to slow these favourite projects down much.

For the electricity industry, the revision of investment planning this winter is complicated by the process of reorganisation now taking place in its central headquarters—and by the personalities involved in the reorganisation. For the person who will succeed Lord Citrine, chairman of the present Central Electricity Authority, as the director primarily responsible for generating electricity in Britain and planning the expansion of Britain's power system is Sir Christopher Hinton, the nuclear engineer whose most recent job has been the development of atomic power stations in Britain into a practical reality. One of his first responsibilities—he takes over at the beginning of January, but he has already come into the Central Electricity Authority's discussions on the subject—will be to say where the investment cuts shall fall upon the power station programme, and whether his beloved nuclear stations should escape these economies.

Reorganisation of nationalised electricity in Britain—it is the first of these industries to undergo such radical changes in structure—has come at a time when nuclear power is about to be dovetailed into the steady expansion of the power system. A variety of charges can be levelled at Britain's various nationalised industries. Electricity is the only one that has ever been accused of being too successful. In terms of growth it is indeed virtually the most successful industry in Britain, nationalised or private—apart from oil refining, which has grown from practically nothing since the war. The output of the electrical equipment industry touched double its 1948 level in 1955, then slipped a little last year; the output of the chemical industries (which include oil refining) has doubled between 1948 and this year. But the electricity supply industry last year sold 207 per cent. of the units it sold in 1948, and this year it will sell a good deal more.

Nobody, however, would suggest that this has much to do with the virtues of nationalisation: expansion is an attribute of electricity in all countries, however owned and organised. The "growth curve" of this industry since its start just before the beginning of the century is one of the most remarkable technological records of our time. Demand for electricity sweeps steadily upward, hardly faltering in war or depression, seemingly independent of how the rest of the world economy has been prospering. Total consumption of fuel in the world and in each country closely follows the fortunes of industry and the rest of the economy. But overlaid upon this fluctuating demand for fuel in general has been a steady and increasing shift from other fuels into electricity by any consumer who can get it and make use of its vast convenience. This is "an industry of a certain age," of ripe attractions. Its clean convenience is symbolised every time one lights a dark room with the flick of a switch.

All one can say about its organisation in Britain is that State ownership has not significantly hampered its expansion. As a public utility, electricity supply was never, from the beginning, wholly in private ownership; it began as a mixture of private companies and local authorities, and from an early point in its history came under some degree of official regulation. The first move towards national organisation came in the mid-twenties, when the Central Electricity Board was set up to build and operate the "grid" transmission system that now links up the whole of Britain's electricity supply. This was a technical change, as well as an administrative one. It made possible the generation of the power that was being demanded in the country's most efficient power stations, and cut down the reserve of spare generating capacity that up till then each local electricity undertaking had had to keep available in its own area.

Under that system, which continued until the end of the last war, the C.E.B. did not own power stations, but only the grid. It purchased power as needed from the stations throughout the country, transmitted this to the points where it was in demand, and sold it back to the local distribution systems. Since 1948 the whole of the generating system has been owned by the State. Under the organisation up to now, though local Area Boards were responsible for the final distribution of electricity from the grid supply points onward to the points where it is used by the customer, a good deal of central supervision over these was exercised by the Central (originally the British) Electricity Authority, which, moreover, owned and operated all the power stations as well as the grid.

Reorganisation of the industry under the new Electricity Act this year has been designed to reduce this centralisation. A new Central Electricity Generation Board, which is headed by Sir Christopher Hinton, will control generation and transmission; the Area Boards will have more initiative as retailers of the electricity that they buy wholesale from the new C.E.G.B.; and in supervising the policies of the whole industry the Minister of Power will have the advice of an Electricity Council—on which the three leaders of the electricity authority now being dissolved, Sir Henry Self, Lord Citrine, and Sir Josiah Eccles, are to sit.

It is the scale of capital investment in electricity even apart from the recurring Government cuts in it, that has made some critics uneasy about "Too much expansion?" in this industry. They have not been concerned so much with the expansion of sales, but with the amount of generating capacity that has had to be put up to meet demand. Electricity is a commodity that cannot be stored; and unfortunately, demand for it fluctuates widely. Building power stations sufficient to supply the last electric fire switched on in the peak hour of the peak day of the winter is an expensive business: this year electricity is spending about £233,000,000 on capital expenditure (in England and Wales alone), and during the decade ending in 1965-66 capital expenditure on electricity is expected to reach the staggering sum of £3,350,000,000.

It is obviously vital to use costly plant such as this as fully as possible; but the limits are set by the fact that comparatively few British factories work shifts round the clock and that one doesn't need much electricity in the home when people are asleep. There are some technical devices—water heaters which use electricity outside peak hours, certain forms of domestic heating—which can mitigate this: and the cheaper rates for electricity "off peak" some Area Boards are now offering should encourage further development of such equipment. But the "load factor" of the power system—the extent to which it makes profitable use of its vastly expensive plant—is obviously of great importance to the industry.

HAMPSHIRE'S NEW POWER STATION ON SOUTHAMPTON WATER: The first half of the Marchwood Power Station, costing £30,000,000, was officially opened by Princess Margaret in June. It is expected to be fully operational in two years' time, with eight turbo-generators supplying a total of 480,000 kilowatts to the national grid. Oil fuel is used at the power station and this is carried from the nearby Fawley Refinery (of the Esso Petroleum Company) by tankers which discharge their cargoes at a specially-erected wharf close to the power-house.

The advent of nuclear power, indeed, makes this of even greater importance, for two reasons. First is the far greater capital cost of nuclear plant, which means that most of the cost of electricity produced from them is made up of "overhead" capital charges. To bring those heavy overheads down towards the price of ordinary electricity, the plants have to be run almost continuously. This is possible for a certain amount of plant even with the present rather low "load factor" in Britain; a number of "base load" plants are required to supply power all night, and the nuclear plants will be very suitable for this purpose. But as the nuclear programme proceeds, the proportion of nuclear plant in the system may eventually exceed the capacity required for this continuous "base load." When that time comes, the industry may have to develop nuclear plants which will be less expensive to run intermittently; cease building nuclear stations; or, preferably, increase the "load factor" of the whole system.

Sir Christopher Hinton, therefore, takes over electricity generation in Britain at an exciting time. It may be a little daunting to find one's first job a matter of pruning plans for expansion, but this is only temporary. Sir Christopher has a vast technical responsibility in front of him in introducing a new technology into this already most complex industry. He has also what he never had in the Atomic Energy Authority—the responsibility of making it pay.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

GERMANY'S NEW LARGE POWER STATION

The pictures reproduced above and below show work in progress on an exceptionally large power station which forms the major part of a new building project being carried out in the village of Geesthacht, which is situated outside Hamburg on the banks of the River Elbe. Plans for the new power station have been in hand for some considerable time, but its erection did not begin until the end of 1955. From the foundations has sprung a complicated system of pipes running through concrete bases which, at the moment, are surrounded by a network of wooden posts. It is expected that the new plant will be ready to deliver electricity at the end of next September. During its initial stages, however, the power station will work with three pipes only, but when fully operational an additional three pipes will be brought into use. The pipes will pump the water into a large reservoir which is 656 yards in length and 547 yards in width. Its depth is 52 ft. During the day superfluous electricity from other power stations will pump water from the River Elbe (which is dammed at this point) into the reservoir in order to act as a reserve for consumers in Hamburg and also to serve the community during the hours when consumption is greatest. The output of the power station is expected to be in the region of 580,000 kilowatts. Over 4,600 tons of steel and 1,800 tons of cement are being used in its construction, and more than 800 workers are employed on the enormous site.

WORK IN PROGRESS ON ONE OF THE BIGGEST BUILDING SITES IN EUROPE: Workers are clearing the ground round a concrete base, surrounded by a structure of wood, on the site of the new power station at the village of Geesthacht, near Hamburg.

ROAD WIDENING IN BERLIN

A German train is proceeding over a new section of a railway bridge which has recently been put in position over the Adlergestell road which is near Berlin. To the left of the new bridge the old section of the railway bridge can be seen as it is lowered to the ground, being suspended from the cables of two tall cranes, one situated on each side of the road. The new section for the railway bridge became necessary when work began on the widening of the narrow road to transform it into a fast dual carriageway. The new section is nearly twice as long as the old railway bridge, but the engineers and workers employed on the site completed the operation so precisely and with such speed that the majority of the trains were able to continue their journeys with the minimum of interruption. A comprehensive road-building scheme, which includes the repairing and widening of a number of less important roads, is now in operation in Germany and is expected to be completed in the next ten years.

A LUXURIOUS BENTLEY FOR THE 1957 MOTOR SHOW : The Bentley Continental Drophead Coupé, with coachwork by Park Ward, has a special lightweight body. The maximum speed of this superb sports car is 120 m.p.h. It is also built with two-door saloon coachwork. The Motor Show, which opened at Earls Court last Wednesday, continues until Saturday (October 26) of next week.

THE 1957 MOTOR SHOW

At Earls Court, where there are More than 500 Exhibitors, the Keynote of the Motor Show is Easier, Safer Driving. There are More Cars than Ever with Automatic Gear-boxes or Self-operating Clutches

By "THE SPHERE" MOTORING CORRESPONDENT

EASIER, safer driving—that is the keynote of the Motor Show which opened at Earls Court last Wednesday. There are more cars than ever before with automatic gear-boxes or self-operating clutches. The Borg-Warner automatic transmission is now offered by five of the Big Six: Austin, Nuffield, Ford, Standard and Rootes. This well-tried gear-box is available on a total of ten different car makes at this year's Show: Austin, Daimler, Ford, Humber, Jaguar, Mercedes, Morris, Riley, Standard and Wolseley.

Perhaps the most interesting development of all is the adoption of the Borg-Warner box as optional equipment on the 2-litre Standard Vanguard. This is the lowest-powered car on which the automatic gear-box has yet been made available. It is an important advance and I shall look forward with great interest to trying out this automatic Vanguard. For it was not so very long ago we were saying that the 2·6-litre 6-cylinder B.M.C. engines were probably the smallest to which the Borg-Warner transmission could usefully be harnessed, having regard to such things as power losses and torque requirements.

There are more than 500 exhibitors at this year's Show, including nearly sixty car firms of seven different countries: Britain, U.S., Canada, France, Germany, Italy and Czechoslovakia. The exhibition will probably attract 500,000 people, including more than 15,000 visitors from 100 foreign countries.

The British Motor Corporation has clearly stated that it no longer "saves up" any new models specifically for the Motor Show. The same policy has obviously been followed by other big firms, for whom it is more important that they should bring out their new cars when world trading conditions make it most advantageous. Yet the Motor Show seems to lose none of its old glamour, as a result of this trend.

It is still a great meeting-place for the men who matter in the automobile world; an annual get-together at which views are exchanged in a way that is possible nowhere else. The Show is still an invaluable barometer of public taste in motoring matters. But, above all, it provides a unique opportunity of comparing make with make and of measuring Britain's automobile progress against that of other countries. For there they are, in their hundreds, these latest products of a highly competitive industry; cars of all shapes and sizes and colours and prices.

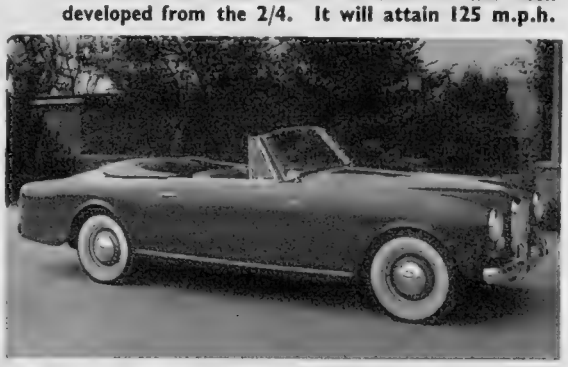
For the British motor industry the current Motor Show is in the nature of a celebration. It has indeed made a magnificent recovery from the grim days at the turn of the year, when the Suez crisis had caused car production to slump alarmingly, with much resultant short-time working. This is a time of year when car sales normally fall off so badly that production has to be cut back drastically. Yet what do we find? The industry is building cars—or was until recently—at the record rate of a million a year. We have our export sales to thank for that, of course. If our car men had to rely on home sales, the continuing 60 per cent. purchase tax—now unchanged for two years—plus the credit squeeze, would see to it that some of our factories were on short time again by now.

In spite of what I said just now about the policy of not "saving" new models for the Show, it sometimes happens that Show-time is still the most opportune moment for launching them, and, in fact, we have at Earls Court a number of important new cars. Among them are the new Vauxhalls (Velox and Cresta), the new Standards (the Ensign and the Pennant), the new de luxe model of the Ford Consul, the Aston Martin DB Mark 3, the lightweight Frisky and Friskysport, and the new long-wheelbase version of the Rolls-Royce Silver Cloud. I dealt with the new Vauxhalls at some length in my last notes, but the prices were not available until the cars made their appearance at the Paris Salon. The Velox costs £983 17s. (including £328 17s. tax) and the Cresta (a de luxe edition of the same car) £1,073 17s. (including £358 17s. tax). Prices have gone up in each case, as I forecast. The new models both cost £112 10s. more (tax included) than the old ones.

Next to the Vauxhalls the most interesting new offering comes from Standard Motors, who believe that their "old faithfuls" will welcome the appearance of the names Ensign and Pennant, especially if they remember the "Flying Standard" range of the '30's. And although I do not go much for horse-power rating figures nowadays, I feel it my duty to record that the new Ensign is in effect a revival of an earlier Standard

(*Continued on following pages*)

"ONE OF THE MOST HANDSOME SPORTS SALOONS IN THE SHOW": The Aston Martin DB Mark III has been developed from the 2/4. It will attain 125 m.p.h.



FOR EXPORT ONLY : The Alvis 3-litre Coupé, designed by Carrosserie Graber, of Switzerland, is available for export only at the moment. It is supplied with either disc wheels or wire wheels with knock-on hubs.

SALOON AND DROPHEAD COUPE : *On the left* is the Bristol 405 Saloon, the latest in the line of Bristol 2-litre cars. The Jaguar XK 150 Drophead Coupé, *on the right*, has accommodation for two adults, and occasional accommodation for a third adult or two children. It is powered by the 3½-litre, 210 b.h.p. Jaguar engine.

A FOREIGN "BABY" ESTATE CAR: Known as the Fiat Multipla, it is capable of accommodating six passengers and is recognised as the largest of the baby estate vehicles. The engine, fitted in the rear, is the same as that in the Fiat 600 saloon.

A COMPLETE HOME ON WHEELS: The Dormobile Caravan, built on the Bedf van chassis by Martin Walter Limited, is a completely self-contained wheels. A folding roof provides ample standing space when the van is st

THE 1957 MOTOR SHOW

(*Continued from previous page*)

Fourteen. You could almost regard the Ensign as a junior Vanguard. Its styling is similar to that of the firm's 2-litre car and it has a 4-cylinder engine of 1,670 c.c., developing 60 b.h.p. at 4,000 r.p.m.

With it goes the excellent Triumph TR3 four-speed gear-box, controlled by a central lever. So here we have yet another case of an English manufacturer abandoning the steering-column change-lever and going back to the floor. I have not yet had a chance of trying out the new Ensign, but I like the specification and I like the car's appearance; especially the frontal treatment. The radiator grille is the neatest I have seen for a long time. Price of the Ensign is £899 17s., tax included.

That is what the Vanguard used to cost. It now costs £1,013 17s., but it is a much better car. It is lower, thanks to the use of smaller wheels, and the back seat has been improved. Road noise and vibration have been eliminated by new gear-box mountings and rear suspension.

Now back to the other new model, the Pennant. This is a four-seat saloon with a 948-c.c. engine and it will cost £728 17s., including tax. It has a bright and roomy interior and the standard fittings are generous. They include radio, heater, screen washers and special wheel rims. So, in effect, the Pennant is a de luxe version of the Standard Ten, which it somewhat resembles. Both cars use the Gold Star 948-c.c. engine, which develops 37 b.h.p. at 5,000 r.p.m. A petrol consumption of 42 m.p.g. is possible under normal road driving.

In the Pennant the gear-change lever is of the remote type and is pleasant to use. As with the 1958 models of the Standard Eight and Ten saloons, the rear seat of the Pennant folds forward to give access to the luggage boot, though all models have a conventional boot lid.

Although most of the Standard prices have gone up, a notable exception is the Ten, which is down £15 to £653 17s., in spite of improvements. A top speed of more than 70 m.p.h. is now claimed, a larger rear window is fitted, and the instrument layout has been improved. The Eight saloon has gone up £22 10s. to £638 17s. and the Ten Companion estate car now costs £743 17s.—a rise of £15, including tax.

The main change in the Ford range is the introduction of a smart de luxe version of the Consul, with two-tone finish, central arm-rests at the front, carpets instead of rubber mats, dual wind-tone horn, screen washers and cigar-lighter. It costs £818 17s., which is £52 10s. more than the standard Consul. The Zephyr has a new grille of rather more pleasing appearance. The Anglia and Prefect have larger rear windows, a revised fa restyled tail-light units. Two-pedal control— development of the Newton system of automati operation—will be available shortly on both mo

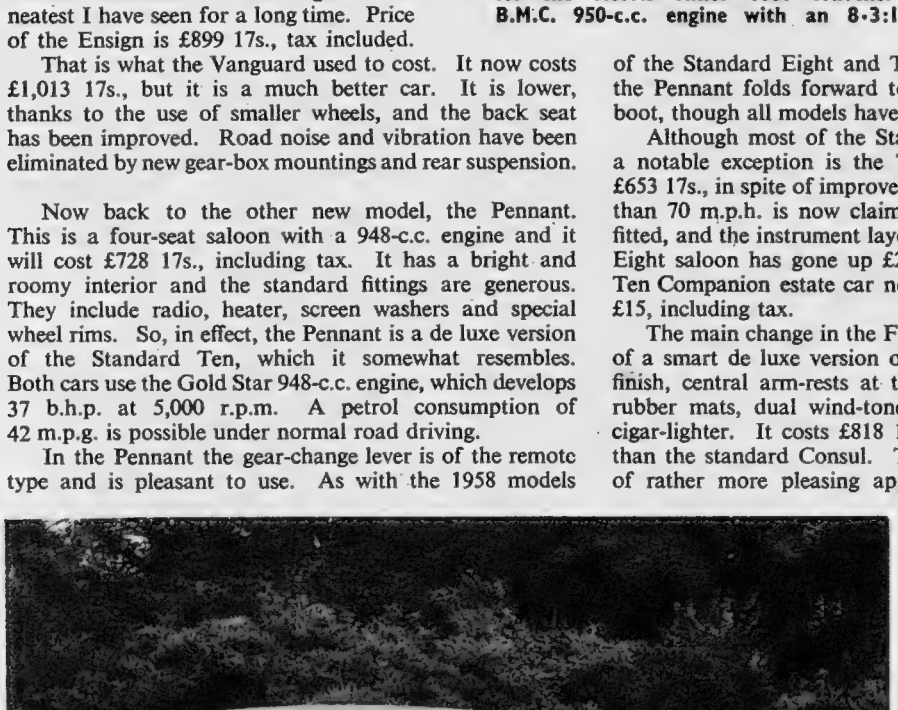
The Anglia and Escort estate car both have lattice-style radiator grille, and in both Escort and the rear seat has been lowered and made more comf The "Three Graces"—Consul, Zephyr and Z have all been given a more comfortable front s steering has been improved and the 6-cylinder have central arm-rests.

The new Aston Martin DB Mk. 3, developed fr DB 2/4, is undoubtedly one of the most handsome saloons in the Show. This 125-m.p.h. thoroughbr a new 3-litre 6-cylinder engine developing 162 at 5,500 r.p.m. It derives from the power unit

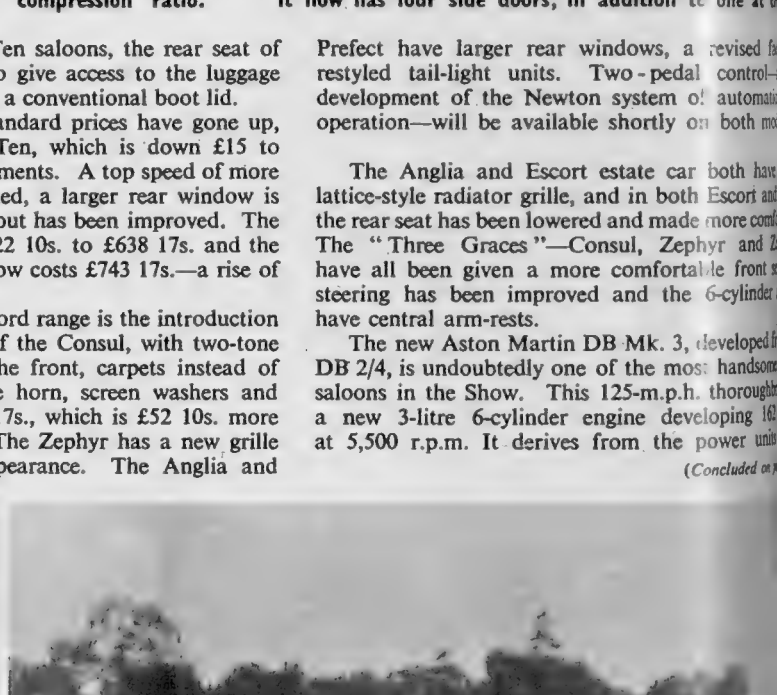
(*Concluded on p*

THE TRAVELLER MAKES A GOOD COMPANION: Increased power for the Morris Minor 1000 Traveller is provided by a B.M.C. 950-c.c. engine with an 8·3:1 compression ratio.

HANDSOME HILLMAN: The Hillman Minx estate car shows s of improvements on the model it replaces. First and l it now has four side doors, in addition to one at t



SUITABLE FOR WORK AND PLEASURE: The all-steel Morris Oxford Traveller Series IV combines modern body styling with obvious sturdiness and should appeal to those who require a car for all purposes. The four doors are an attractive feature.



DIGNIFIED AND ELEGANT: The six-seater Humber Hawk estate car is power a 2¼-litre o.h.v. engine giving 78 brake-horse-power at 4,400 r.p.m. One for the vehicle's more modern appearance is the reduction of its roof

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UTE TO AMERICA : MGA Morris sports cars are seen outside a group of thatched cottages in the Oxfordshire village of Clifton Hampden while en route from the factory to the locks for export to North American markets. The MGA, three of which are on show at Earls Court, is the the latest model of the famous marque. Its basic price is £663, ut after purchase tax has been added the total cost is £995 17s. It is also available in a hard-top version, in which the domed roof, made of pressed steel, is welded to the body nd incorporates a wrap-around rear window-screen and side windows which can be fully wound down. The engine is basically similar to that of the record-breaking Ex 181.

XHALL WITH A NEW BODY AND NEW ENGINE : The body of the Cresta, the de luxe edition of the Velox, has been completely restyled. It is 5 ins. longer, 2 ins. wider and ½ ins. lower than that of the former model. As the centre of gravity is several inches lower than that of earlier types, it should mean that the new models have improved oad-holding and cornering. The new and improved cars are six-seaters with a new 2¼-litre 6-cylinder engine which gives improved acceleration and a top speed of over 85 m.p.h.

NEW DEVELOPMENTS FOR 1958 : The panoramic windscreen and the narrow pillars all round on the new Vauxhalls have been constructed with no loss of weight as compared with the previous models. The bonnet extends sideways as far as the wing crowns. The car is lower slung and has a lower centre of gravity than in earlier types.

A CHROMED RADIATOR GRILLE : The de luxe Ford Prefects of 1958 have chrome radiator grilles and newly-designed headlamp bezels. For the standard model the radiator grille is finished in aluminium and the headlamp bezel inserts are finished in enamel which is of the same colour as the body of the vehicle

THE 1957 MOTOR SHOW

(*Continued from page 108*)

have propelled so many Aston Martins to victory in international races since the war. Girling disc brakes are a standard fitting on the front wheels of this latest product of the David Brown Organisation, which costs £3,076 7s., including tax (£187 10s. more than the old model).

The Rolls-Royce and Bentley stands exude an aura of luxury and mechanical perfection, as usual, and two new models are attracting attention: the long-wheelbase Silver Cloud (with central division controlled by a push-button), which costs £1,200 more than the standard model; and the four-door sports saloon by H. J. Mulliner with lightweight body of special alloy (price £8,033 17s.).

Apart from their comely new Jubilee Minxes and the new Humber Hawk (available with Borg-Warner automatic gear-box), the Rootes Group are displaying their new estate car versions of the Hawk and Singer Gazelle, both announced on the opening day of the Show. An attractive range is now even more comprehensive.

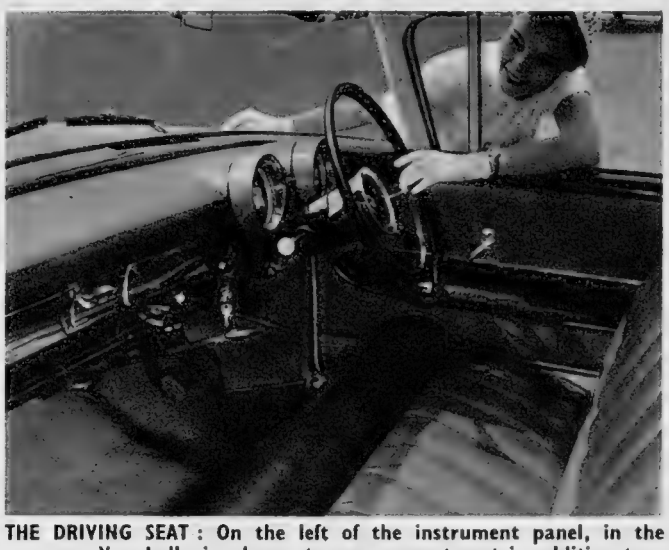
The great British Motor Corporation have no surprises this year, but many Show visitors will see on display for the first time the 2·6-litre Riley. The high quality of their finish will be a feature of the Austins, Morrises, Wolseleys, Rileys and M.G.s on view.

On the Jaguar stand we are reminded that disc brakes, which Sir William Lyons did so much to develop in his racing cars, are now optional on both his 2·4 and 3·4 saloons. The Borg-Warner gear-box is now available on the 2·4 model as well as the 3·4. It will be noticed that both the "small" Jaguar saloons now use the same radiator grille. The specification of the five Rover models, ranging from the 2-litre 60 to the 2·6-litre 105, has not been modified for this year's Show. Here is a firm who have never believed in change for its own sake.

No review of the Show would be complete without reference to the baby cars. They do not make such an impact at Earls Court as they did at the Frankfurt Show, if only because there are fewer of them. The most notable British lightweight model on view is undoubtedly the new Frisky saloon and its open variant, the Friskysport. They are powered by a rear-mounted Villiers two-stroke air-cooled 2-cylinder engine of 325 c.c. which the makers—Henry Meadows Limited, of Wolverhampton—claim gives a top speed of over 60 m.p.h. They are attractive-looking cars (particularly the sports model), but that is not surprising when you remember they were styled by Giovanni Michelotti, talented Italian designer. They have rust-proof plastic bodies and cost : Frisky £449 17s.; Friskysport, £484 7s.

The Berkeley firm, of Biggleswade, offer a new version of their little plastic-bodied sports car. It has a 3-cylinder 492-c.c. Excelsior engine and is offered at £673 19s. in its most expensive form, as a de luxe coupé. Another lightweight car that must be mentioned is the Brighton-built Isetta bubble-car with two-pedal control. The automatic clutch used is the Selectrosh[illegible]t, develope[illegible] by Smiths, the instrument people. [illegible] costs £[illegible] extra. The device provides an ingen[illegible]us couplin[illegible] consisting of a quantity of metallic p[illegible]wder whic[illegible] when magnetised, "freezes" solid to t[illegible]nsmit powe[illegible] from engine to gear-box. The clutch is operate[illegible] electrically—the powder then being "unfrozen"—whenever the driver grasps the gear-leve[illegible] preparato[illegible] to changing gear.

I have been unable to devote much space to the foreign exhibits, but they are, of course, an outstanding feature of the Show. The "Transfluid[illegible]" automat[illegible] transmission on the Renault Frégate is a technic[illegible] development of note, the new Edsel C[illegible]ation is the most interesting of the transatlantic c[illegible]rs on view three new Mercedes-Benz models are making their first London Show appearance, and the new Simca have a styling as advanced as any mass-built c[illegible] in Europe. Yes, and the Fiat 500 is worth looking at as an example of how to set about designing an economy runabout.



THE DRIVING SEAT : On the left of the instrument panel, in the new Vauxhalls, is a large storage compartment in addition to a smaller one on the right of the wheel. On each side of the car, near the floor, are deep map pockets. There is synchromesh on each of the three gears, with the lever on the steering-column.

REFINEMENTS INSIDE THE FORDS : Restyled facia pan[illegible]s have bee[illegible] introduced for the Anglia and Prefect. In the [illegible]e luxe mode[illegible] of the Prefect, seen here, there is a locking gl[illegible]ve pocket [illegible] the left of the gear lever, which is on the fl[illegible]r. The re[illegible] seats have been redesigned to make them more comfortable

A FRENCH CAR BUILT IN ENGLAND : The Renault Dauphine Saloon, which is on show at Earls Court, is manufactured in England from parts made both in this country and in France. The car has a 4-cylinder o.h.v. engine with a capacity of 845 c.c. It can be supplied with a Ferlec electromagnetic clutch to give two-pedal control. Unloaded it weighs 12½ cwts.

A LIGHTWEIGHT BRITISH CAR : The Meadows Friskysport is on view for the first time at this year's Motor Show. It is powered by a Villiers 325-c.c. two-stroke engine which rates 17 b.h.p. at 5,500 r.p.m. Top speed is 65 m.p.h. and the petrol consumption is around 60 m.p.g.

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CHARTERHOUSE RESTORED

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Charterhouse, in Clerkenwell, which was one of the heavily-hit victims of the air-raid of May 10, 1941, has now been restored to its former glory. The work, which has been in the hands of the architects, Lord Mottistone and Mr. Paul Paget, has been extensive. In the air-raid three sides of the Master's Court and the Great Staircase were gutted and the Great Hall and the Great Chamber were seriously damaged by fire.

The history of Charterhouse dates from 1371 with the establishment of a Carthusian monastery which flourished until the Dissolution of the Monasteries in 1545. After that some buildings were demolished and others became the palace successively of the Dukes of Northumberland and Norfolk. In 1611 Thomas Sutton bought the property for £13,000 and founded the Hospital of King James in Charterhouse, which consisted of a free school for forty poor boys and a hospital for eighty poor brethren. Although the school moved to Godalming in 1872, the brethren have continued (with a short break during the war) to reside at Clerkenwell. To-day there are thirty-one brethren at Charterhouse. During the restoration work a skin of the nineteenth-century brickwork in the Master's Court was removed, thus revealing the stone walls of the original monastery. Among other discoveries the most notable was the lead coffin of the lay-founder which was unearthed near the altar of the ancient church.

THE GREAT HALL OF CHARTERHOUSE: It is one of the buildings in Clerkenwell which have been restored after wartime damage. In its long history of nearly 600 years Charterhouse has been monastery, palace, school and hospital. The school for boys and the hospital for poor brethren were founded in 1611 by Thomas Sutton. Although the school is now at Godalming, in Surrey, brethren still reside at Clerkenwell.

EXTERIOR AND INTERIOR: The view *on the left* looks through the entrance arch and across the Master's Court towards the Great Hall. *On the right* is the Great Staircase which replaces the original destroyed by fire. It is an adaptation on similar lines to the original but of much simpler design.

THE CHAPEL: The portion nearest the camera was originally the Monastery Chapter House, the arcade and the aisle beyond having been added when the school and hospital were founded. Thomas Sutton is buried in the vault on the left.

LOOKING ALONG THE GREAT CHAMBER: The fine plasterwork dates from the sixteenth century. It was almost completely destroyed during the war but has been faithfully reproduced by casting from the fragment which survived. The overmantel of the same date is still in process of repair. In this room Queen Elizabeth I prepared for her Coronation. *On right*—The Chapel Cloister was built in the early seventeenth century to provide covered access from the main buildings to the chapel. The monument (not yet completely repaired) on the far wall commemorates Carthusians (old boys of Charterhouse School) who fell in the Crimean War.

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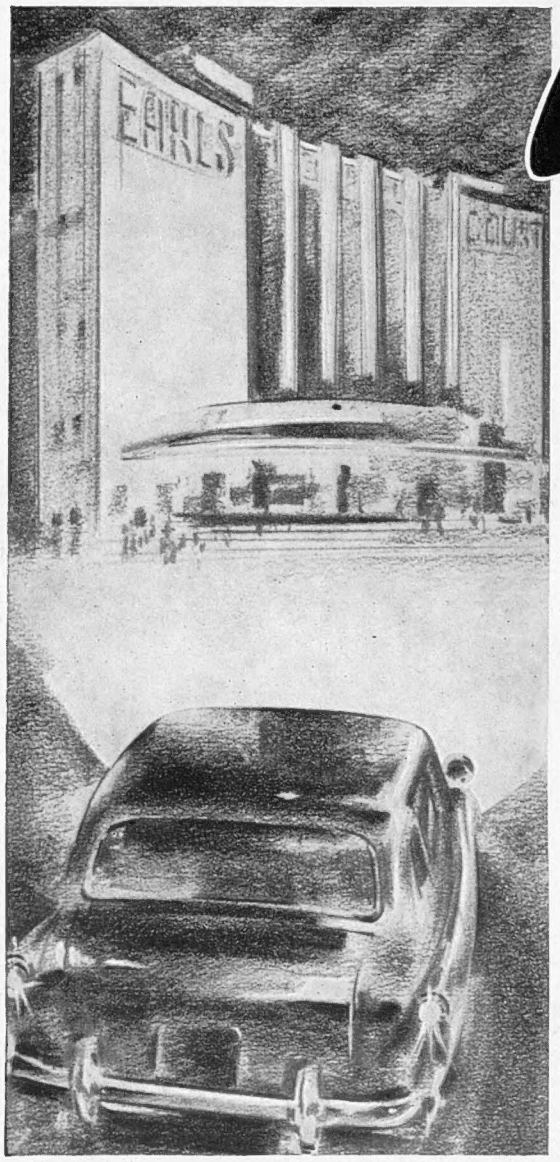

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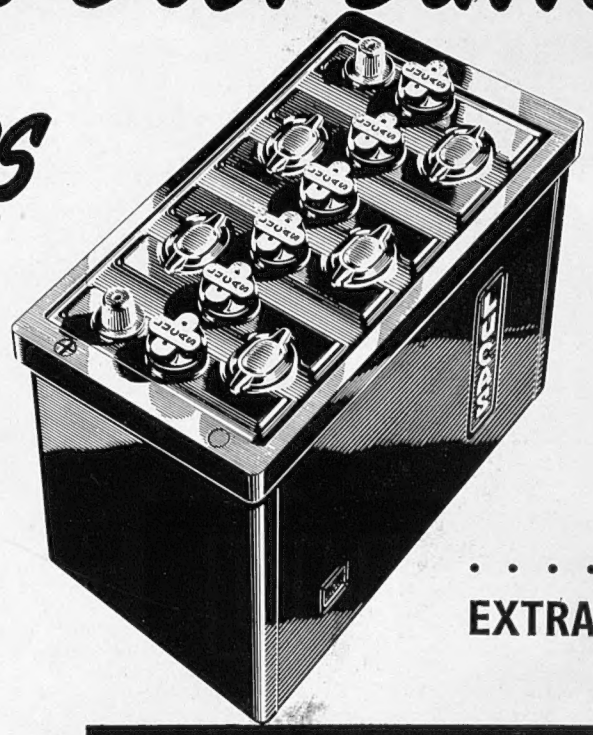

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